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# Hongkong Daily Press.

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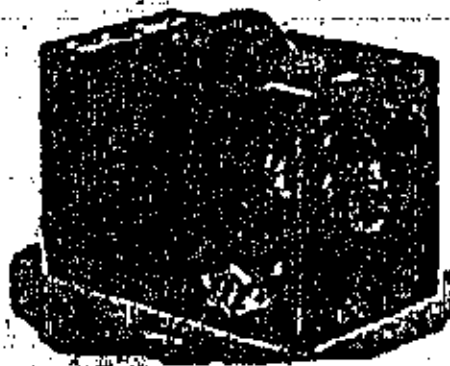
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Hongkong, 24th July 1905. [a1729]

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Hongkong, 31st October, 1902. [a46]

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Hongkong, 7th October, 1904. [94]

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A most pleasant retreat for those desiring of  
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Comfortable accommodation for travellers  
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One steamer (sa. Hongshan), daily to and  
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[a241] THE MANAGER.

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leave of Mr. W. B. DIXON, or until further  
notice.

By Order of the Board of Directors.  
C. F. CHATER,  
Chairman.  
Hongkong, 13th July, 1905. [1668]



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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of JALNY PAGES should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telephone Address: P. 200. Office: A.B.O. 5th Ed. Libby's.  
P.O. Box, 53. Telephone No. 12.

**BIRTHS.**  
On 23rd July, at Shumcliffe Garden road, Hongkong, to Mr. and Mrs. C. SCHROEDER, a son, 17 lbs.  
On 4th July, at Liaoning, Manchuria, the wife of the Rev. Geo. DOUGLAS, M.A., of a daughter.  
On 14th July, at Mokanshan, the wife of A. W. DANFORTH, of a son.  
**MARRIAGES.**  
On 17th July, at Kobe, Bishop WILLIAM MOWAT LAW, to MARY, widow of the late ALBERT SMITH.  
On 17th July, at Shanghai, EDWARD CUTFORTH to EMILY CLARA MARTIN.  
**DEATHS.**  
On 1st June, at Swanton, Dorset, SARAH URSULA, wife of ROBERT R. WESTALL, late of Foochow, China.  
On 14th July, at Peking, the infant son of Mr. and Mrs. S. F. MAYERS, B. M. Legation.

HONGKONG OFFICE: 14, DES VUE ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, JULY 25TH, 1905.

It does not speak well for the approaching Peace Negotiations at Washington that Count Mouravieff should at the outset be made to tell a childish fib. He has resigned, so the telegram informs us, the post of Russian Plenipotentiary on the score of illness; and M. De Witte has been appointed in his stead. M. De Witte, it is notorious, was all through opposed to the policy which brought on the war with Japan, and possibly his appointment was solely against the personal wishes of the Tsar. At all events the Tsar has done his best to smother him; but like Jack-in-the-box he evidently has a trick of appearing when least desired, and least expected. Still it would have been more reassuring had the truth been told, that Count Mouravieff's appointment failed to satisfy any one in Russia, and a rather embarrassing change had to be made at the last moment. Many unacquainted with the inner spring of Russia's recent diplomacy have found in M. De Witte's appointment an indication that the Russian "Government" is at last beginning to sincerely desire a peaceful solution of its difficulties,

and that the new appointment is an indication of returning consciousness. For our own part, it seems to savour somewhat too strongly of the dose of poison which legend tells us was administered by Queen Elizabeth to the Fair Rosamund. M. De Witte had his own ambitions. He recognised the fact that Russia in her strivings after territory had been neglectful of her own internal progress; and he made gigantic efforts to introduce home industries. He succeeded to a very considerable extent. He pointed to the example of Japan. Here, he pointed out, a nation had suddenly acquired western methods of industry and had entered successfully into competition with the most advanced nations. Why should not Russia do the same? But he went too far. He forgot, as Mr. WOLFF VON SCHIEBRAND, a writer decidedly sympathetic with Russia, has pointed out, the differences between the two countries. "Japan had had a very old industry, generally diffused and brought to the highest point, though in methods differing radically from western ones. Japan's population is one of the most diligent and ambitious on earth. Her agricultural conditions are sound, and none of the peculiar difficulties have confronted her in bringing about an industrial transformation from which Russia suffers and suffers. Besides, the lower class Russian has not the nimble intellect and the quick powers of the Japanese, nor has he the latter's bold initiative."

But more than this, Japan fell on prosperous times. There was an immediate opening for her industries, and she was thus able, without the necessity of going abroad, to feed from her own internal resources the first beginnings of her new undertakings. She was fortunate in her first attempts, and this gave her confidence to go on. Russia had no such advantages: her people had never been industrious: they did not take kindly to industrial life; and, what was perhaps worse, they were heavily handicapped by having, on all sides but one, peoples far more advanced in these arts than herself. The exception was the most dangerous of all. Lying east of her European territories ranged a vast area of fertile steppes thinly inhabited, but capable of development, and Russian statesmen, and M. De Witte amongst the number, conceived that could she only get possession of these territories and keep them to herself, there would arise an unlimited demand for those commodities that she could supply. The world, it is true, has never yet succeeded in making a compulsory trade remunerative; but Russian statesmen are not generally students of history, and above all of industrial history. Trade begets trade, and where egress is throttled circulation becomes impossible. This is the lesson Russia has proved incapable of learning. Instead, she has been seeking to force Russian trade and Russian industries into regions which she has herself perpetually closed; and this is the policy to which M. De Witte stands irrevocably committed. A consideration will show that it is directly conducive to war, and was the real reason why Russia overran Manchuria, and was hoping to extend her influence over China. It is quite true that, personally, De Witte would have preferred peace, but that does not alter the case. His policy could only be carried out by continually enlarging the capacity of the receiving vessel, and this could only be done by recourse to arms. And this fact must have been evident to him had he paused to think. This is plain if we come to consider the industries evoked. Referring to our former authority we find:—

"Between 1894 and 1899 some 927 stock companies were chartered by the Russian government, their joint nominal capital being 1,420 millions (rubles). Industrial production rose correspondingly, from 1877 to 1887 it increased almost fifty per cent. But within the five years of 1882-1897 under Witte it climbed up to 1,816 millions. Between 1894-1899 Witte expended in the construction of railways and the manufacture of rolling stock a matter of 1,273 millions. The two statistical facts are intimately connected with each other. A very large portion of Russia's new industry was, and is to-day, dependent on government railroad construction. The swelling of Russian industry produced, of course, new revenue—import duties, excise taxes, commercial dues, stamp duty, revenues from increased postal and telegraph facilities, &c. This gave an increased revenue of 236 millions (rubles)."

But the worst of these artificially hatched industries was that they had no foundation in the wants of the nation. They were primarily intended for easing the construction of railways, and railways were built

everywhere with or without any justification from anticipated traffic. Naturally they did not pay—were in fact a heavy charge on M. De Witte's financing ability. The government wanted iron, to move about and control its overgrown army; it wanted iron to build ships to carry out its programme of advancing its frontiers; it wanted chemicals to manufacture its explosives; it needed cement to strengthen its fortresses; so the FINANCE MINISTER, with a light heart, found all these things. Such light-hearted finance could not in the natural course of events run on for ever. It had an unusually short course in Russia. Large profits were, indeed, made on paper; shares rose to high premiums, and some stocks divided sixty per cent. as profit. On October 31, 1899, M. De Witte declared Russia's finances to be in a brilliant position, sounder, he said, than those of France or England! In 1900 the house of cards collapsed; in October "panic" reigned at the St. Petersburg bourse. The life blood of this huge edifice had been money borrowed from France in a moment of temporary trustfulness. Europe lost some ninety millions sterling in this "sieve of the Danes."

M. De Witte had, however, been successful in his way: he had found the road to the pockets of Europe. Year by year the indebtedness of Russia mounted up how high in the multiplicity of published statistics, each report differing by millions from its neighbour, we are unable to discover. This has been the charm of his finances; it added to vulgar money borrowing the romance of the turf. Russia's debt, according to the most moderate estimates, exceeds 750 millions sterling; some on equally good premises place it at 1,400 millions sterling. Now it is very evident that this supposed facility of M. De Witte is really the quality which has sent him to Washington in the place of Count Mouravieff. Japan has announced plainly that she must have an indemnity and Europe, with some very questionable precedents staring her in the face, has been unable to blink the propriety of the claim. Since M. De Witte's eclipse at the Russian Exchequer, no successor has exhibited the same art in charming the nimble rubles. Rumour places the amount likely to be requested at some 100 millions sterling, and, although this is but a flea-bite to the 1,400 millions already standing at the wrong side, Russia's good financing friends look foolish, and wonder what "poor dear" Russia will do. Evidently the appointment is but the last resource of a ruler who has brought his country to the very brink of destruction, and now stands irresolute looking into the abyss. In the days of his prosperity none stood higher in the councils of his fickle master than M. De Witte; but he had attempted the impossible in his aerial flight and, like BELSHAZZAR, he had discovered the meaning of a sovereign's disfavour, and been relegated to scullion's work. So in the old times was BELSHAZZAR treated by an Autocrat. So, too, was he recalled in the hour of sorest need to save Rome; but the same causes were at work to defeat his efforts as are now working the fall of Russia; and the Eternal City became the appanage of the redoubtable TOTILA. The appointment of M. De Witte is really a council of despair, not a sign of returning common sense.

The Cheong Cheu, a steamer sold to the Japanese, was to leave Singapore for Hongkong on the 18th inst.

The gunboat built at Kobe for the Nanking Viceroy was much admired as it passed up the Shanghai river on the 18th inst.

The Standard says that the new short rifle is not popular among the rank and file, and that the results on target are not satisfactory.

The purchase of small steamers by the Japanese continues. Evidently there is to be enough shipping competition when the war is over.

The Cheong Mow S.S. Co., Ltd., held its first (statutory) meeting at Shanghai on July 20th. Business was proceeding "in a satisfactory manner."

M. Odagiri, the Japanese Consul at Shanghai, has received permission to resign permanently. It is understood by his friends, that he is going into business.

The Legislative Council meets on Thursday afternoon, when the Hon. Attorney General will move the first reading of a Bill to appropriate \$201,555.20 extra 1904 charges.

A northern contemporary complains that the road recently discovered at Hongkong by the "Walkerite" was "unchartered." Being covered by over twenty feet of water, it is not an eligible charter party.

A Shanghai contemporary has excited curiosity by reporting that "Various likely and unlikely people are mentioned as possible successors to Mr. J. R. Twentymen, resigned, on the board of S. C. Farham, Boyd & Co., Ltd."

According to a telegram to the N.C. Daily News, the Russians in North Korea fired on the Japanese destroyers in Audacious Cove. Our contemporary refrained from referring to them in Dickensian Cockney as "ovishous covens."

The Shanghai Building and Investment Co. (which took over the Shanghai-Hongkong Building Land and Investment Co.), is suing H. D. Bassett in the American Consular Court at Shanghai for \$15,000 odd, which he is alleged to have been holding in trust for them.

The plague return for the week gives 18 cases and 16 deaths. Adding the cases recorded up to noon yesterday, two, the total is 239, with 243 deaths. Other communicable diseases are a European case of diphtheria and a case of enteric fever imported from Canton.

Return of visitors to the City Hall Reading-room for the week ending the 23rd July 1905:

	Reading-room.
Non-Chinese	169
Chinese	49
Total	218

We recently reported the capizing of a Japanese lighter by the giant S.S. *Minnesota*, and the claim for damages which followed. We now learn that the Great Northern S. S. Co. without compulsion, have paid 500 yen each to the families of the five women who were drowned, 200 yen each to the two seriously injured, and 100 yen to all the rest who suffered.

Faith between the Russo-Chinese Bank at Yokohama and their ex-Comptroller, Yuan Tze-chang, and Chao Yuan-fu, a partner in the late Shinghai Co., of Kobe, have all been abandoned, Chao Yuan-fu paying the Bank ¥15,000 for a promissory note for ¥50,000. The agreement for the relinquishment of all claims was made in English and duly signed at Tokyo, and recorded in the archives of the Swiss Consulate-General at Yokohama.

"Potentia," the new association that was to get information from the real leaders of all the nations and to tell the truth, the whole truth, and nothing but the truth about everything, turns out to be a new money-making concern, supplying special articles to such papers as care to buy. One of the first articles to be offered to us, by Baron d'Estournelles, speaks of the "realisation" of the Yellow Peril. As every body hasn't realised it yet, it cannot be described as an unquestionable truth. Mr. Pryor, who was the editor of "The Times" new evening paper, is the editor for "Potentia."

By kind permission of Lt.-Col. A. E. Aiken and Officers of the 119th Infantry, the band of the Regiment will play the following programme at the United Service Recreation Club, Kowloon, to-day, commencing at 5 p.m. (weather permitting):—  
March..... "The Egyptian Patrol"..... Lane  
Selection..... "Lady Macbeth"..... Rubens  
Yule..... "Vandetta"..... Lovelace  
Overture..... "Le Postillon de Lonjumeau"..... Adam  
Polka..... "The Drum"..... Sullivan  
Song..... "The Lost Chord"..... Sullivan  
Selection..... "All Abroad"..... Rossini  
Gaiety..... "Post Horn"..... Koenig

Captain Blake of the C.E. & M.S. *Kowloon* reports that, on the 18th inst., he sighted a tipping mine in Lat. 38° 22' N., Long. 121° 28' E., and stopped and fired at it. After firing for some time with rifles, the chief officer, Mr. Watson, succeeded in hitting it with the Hotchkiss gun. It exploded with a tremendous report throwing up a column of water about 100 feet in height, and scattering pieces of iron in all directions. It should be noted that the mine was hit several times by shots from Lee-Enfield rifles, but they only dented it and did not penetrate. Evidently, says the N.C. Daily News, the greatest caution is still necessary on the northern route.

**HONGKONG & WHAMPOA DOCK CO. DIVIDEND.**

The secretary informs us that, subject to audit, the directors of the Hongkong and Whampoa Dock Company, Limited, will recommend at the forthcoming meeting a dividend of 12 per cent. (—86 per Share), and carry forward about \$500,000.

**CANTON-KOWLOON RAILWAY.**

BRITISH REPRESENTATION TO THE CHINESE GOVERNMENT. STATEMENT BY EARL PERCY. In the House of Commons on 22nd June, Mr. Weir, asked the Under Secretary of State for Foreign Affairs what was the cause of the delay in proceeding with the construction of the Canton-Kowloon Railway, seeing that the preliminary contract was signed in the spring of 1899?

Earl Percy replied: As stated in my answer to the Hon. Member on 10th February, 1904, negotiations for the conclusion of the final agreement for the construction of the Canton-Kowloon Railway were to be postponed until arrangements had been made for financing the Shanghai-Nanking Railway. Since the conclusion of these arrangements, negotiations for the final contract of the Canton line have been resumed, and His Majesty's Government have urged upon the Chinese Government the importance of an early settlement.

Mr. Weir also asked if Earl Percy would state what progress had been made with the Canton-Hankow trunk line of railway? Earl Percy: So far as we are aware, no substantial progress has yet been made in the building of the line.

**TELEGRAMS.**

["DAILY PRESS" SERVICE.]

**TSAR AND KAISER MEET.**

LONDON, 24th July.

The Kaiser and the Tsar had an interview at Dorgo, in Finland, on Sunday.

**REPORTED JAPANESE REPULSE.**

LONDON, 24th July.

It is reported that the Japanese were four times repulsed at the Tumen Pass.

[REUTERS' SERVICE.]

**THE DEFEAT OF THE GOVERNMENT.**

LONDON, 22nd July.

Mr. Balfour had an audience with the King yesterday evening. It is stated he informed His Majesty that he and his colleagues agreed that the circumstances had not made it incumbent on them to resign. Most of the papers now believe that Mr. Balfour proposes the re-election of Thursday's vote, to wind up the session, and dissolve in the Autumn.

**NARROW ESCAPE OF THE SULTAN OF TURKEY.**

LONDON, 22nd July.

As the Sultan of Turkey was leaving the Mosque, a bomb exploded in the courtyard. Several persons were killed and wounded; the Sultan escaped unhurt.

**MALICIOUSLY WOUNDING.**

The water police were summoned to the S.S. *Powhatan* on her arrival in port on Sunday and arrested the ship's cook, an Indian, on the charge of maliciously wounding the Indian steward. Yesterday the prisoner, who gave the name of Joseph Kirkland, was placed before Mr. F. A. Hazekand at the Police Court, and pleaded guilty.

Inspector Langley informed His Worship that on the 20th instant while the steamer was on her way to this port from Singapore, the cook and steward quarrelled over some damaged stores. The steward, it was stated, entered the pantry during the night and left the door open, the result being that salt water splashed in and destroyed some of the stores. During a very heated discussion the defendant drew a knife and stabbed the steward in the chest, inflicting a very serious wound, which was attended to on board. It was found necessary, however, on arrival in port to remove the injured man to the Government Civil Hospital, where he received medical aid and is now out of danger. His Worship sentenced the defendant to six months' imprisonment with hard labour.

**THE WEST POINT ASSAULT CASE.**

Further particulars came to light yesterday regarding the serious assault case reported in our last issue, the victim being Soo Pak Fung, who is employed in a shop at No. 402 Des Voeux Road. It appears that the coolie who committed the crime, and was formerly discharged from the shop, had some friends in the servants' quarters, and was in the habit of sleeping with them. In the early hours of Monday morning he left his bed, and is supposed to have armed himself with a chopper and made his way to the room, where he found his victim asleep. Before the sleeper was aware of the intruder's presence he was slashed twice across the throat and once across the arm with the chopper, after which murderous work the coolie took a hurried departure. Besides other serious injuries the accountant had an artery in the neck severed, but is expected to recover.

**ATTEMPTED BRIBERY.**

On Saturday night as Sergeant Sullivan was walking along the road between Hung Hom and Kowloon City his attention was attracted by a Chinaman whose movements indicated a desire to avoid observation. On questioning the man the Sergeant was informed that he was an accountant in a tea-shop, and had been to Kowloon City to collect some money, with which he was returning home. The Sergeant was doubtful about the story, and asked the native to accompany him to the shop where he had collected the money. As they walked along the Chinaman told the Sergeant he had \$1,000 on him, and would hand over \$500 if the policeman would "let it be alright." He was locked up, and later the police learned that he was one, Yau Kai, formerly a cook in the Wai Tsan Bank who is "wanted" to answer the charge of embezzling \$397, the property of the bank. He was charged before Mr. G. N. Orme at the Police Court yesterday with theft and attempted bribery. On the first charge His Worship sentenced the defendant to four months' imprisonment with hard labour, and on the second charge, to two months, the sentences to be consecutive.

**POPE TO LEAVE THE VATICAN.**

The paper *l'Espresso* gives a piece of news, which, it says, goes to show the independence of Pope Pius X. The *l'Espresso* writes for the reliability of its announcement that the Pope will spend the summer months at Castel Gandolfo, thus breaking down the tradition that the Popes are prisoners in the Vatican. The excuse for this stop in the state of the Pontiff's health, his doctors having warmly recommended the change.

**THE TRADE OF FOOCHOW.**

The *Foochow Echo* says: 1904 seems to have been one of those years which report writers most dislike, a normal year. Trade conditions were not affected by the war or other disturbing influences; the character of the junk trade was practically identical with that of previous years; the public health has been good, and the weather, especially the autumn crop, excellent. Farmers, we learn with satisfaction, have not yet penetrated more than ninety miles above Fouchow, except that a very few cases appeared during the year near Kueiching. While on this point, we would note that if plague has not made more progress, this result is not to be counted to the credit of Fouchow, whose total and wealth almost without exception, neglect of quarantine precautions acts as a direct invitation to plague.

The gross value of the trade of Fouchow amounted to Hk. Ts. 24,000,000, an increase of a million taels over the previous year. The Customs Revenue amounted in all to Hk. Ts. 966,000, a decrease of Hk. Ts. 60,000 from that of 1903, and, with one exception, the lowest in the past ten years.

The value of foreign imports shows an increase of about 7 per cent., the import of opium forming as usual, about a third of the whole. Exports and re-exports show a still larger increase; of these, of course, black tea is the most important, constituting almost the whole of the re-exports. The re-export consists of teas brought from other Chinese ports (chiefly Santa) by steamers to the salt here and sent abroad like other Fouchow teas. Exports of re-exports of tea together show a decrease of 18,000 piculs. From the native dealer's point of view, the season is stated to have been satisfactory, but the foreign merchants found it most disappointing. We do not remember hearing of a season since the vaguely dated "old times," when the merchants were not disappointed. Perhaps they have reason to be, but the tea-trade continues and their annual choros of disappointment begins to remind outsiders of the making of a will!

No doubt, however, the merchants know more about it than outsiders, and reviews; and the Commissioner in noticing the want of other products to take the place which tea is gradually vacating, notes his finger on the real *fovea origo mali*. He writes, "my experience of three years residence here points with constantly increasing emphasis to another influence retarding development—I mean the quality of the population themselves. I find them to be very lazy, indolent with few comforts, and lacking the spirit of energy and ambition. While of a mild and hospitable disposition, they are prone under oppression, whether it be the oppression of their bullying neighbours or of the ruler who taxes but does not see justice done. Ignorance and opium have too much to do with producing this discouraging feebleness of character." At the same time it must be remembered that many of the largest native merchants have not yet been at all, but immigrants from Ningpo or Canton.

We feel curious to know whence comes the quotation describing opium as a "healthful source of sustenance and enjoyment." There is an unfamiliar sound about the phrase. The Chinese seem to find Persian opium most healthful and sustaining, as the import of it has gone up with a rush in recent years, while that of Indian opium has remained fairly stationary. The values of the import for 1904 are: Malwa, Hk. Ts. 730; Patna, Hk. Ts. 635; Bonares, Hk. Ts. 641; Persian, Hk. Ts. 538.

Of education, perhaps the most important of these so far as the ultimate welfare of China is concerned, the Commissioner writes hopefully: "There is, beyond doubt," says he, "a progressive movement steadily growing and which seeks for more knowledge; nor do the officials here oppress the spirit."

The output of the Mint in silver and copper money during 1904 is given at Kowloon Telegraph 2,054,202.62, of which Ts. 870,965.30 are copper 10-cash pieces. The total value of coins struck in 1904 is more than three times that of 1903, which seems to indicate that a comfortable profit is made by the mints. When, we wonder, will the "uniform national coinage" of the Mackay treaty come into force?

The last sentence of the report is so weighty and so true, that we cannot refrain from quoting:—"Until all sorts of efforts to develop camphor, timber, silk industry, mining, and the like are freely and boldly encouraged in Fukien (of course, under regulations recognizing the just authority and rights of the Government) we must continue sadly to write up as the expression of the present commercial condition of this province the words, 'No progress.' The Government is making efforts to improve the silk industry, but for the past, in our opinion, 'no progress' is likely to be the word for some time to come, as at present, so far from being boldly and freely encouraged, they are restricted and afflicted with regulations so coupled in recognizing the just rights of the Government as to fail to consider the interests of commerce."

**HONGKONG VOLUNTEER RESERVE ASSOCIATION.**

The principal scores in the pool competition on Saturday were as follows:—  
J. C. Gow (winner) ... 66 ... 37 ... 66  
Hon. W. Clitham ... 37 + 28 = 65  
J. H. Pidgeon ... 63 ... 37 ... 63  
Hon. F. H. May ... 37 + 6 = 63  
J. C. Peter ... 59 + 2 = 61  
W. H. Donald ... 49 + 12 = 61  
W. H. T. Davis ... 56 + 4 = 60  
J. Rankin ... 50 + 10 = 60  
A. Cameron ... 51 + 9 = 59  
B. H. King ... 49 + 10 = 59  
L. G. Bird ... 53 + 4 = 57  
A. J. Williams ... 48 + 8 = 56  
Dr. O. Marriot ... 32 + 24 = 56  
Sir Francis Piggott ... 51 + 4 = 55  
Sir Henry Berkeley ... 31 + 24 = 55  
A. Brown ... 46 + 6 = 52

**WINNER'S SCORES.**

4, 4, 5, 5, 5, 5 = 35

5, 4, 4, 5, 5, 5 = 33

**CHINA'S NEW NAVY.**

TO BE ORGANIZED BY JAPAN.

The progress of Japanese shipbuilding is indicated by the fact that a cruiser built to the order of China will soon be ready for launching from one of the dockyards. Many merchant ships are now on the stocks, says a London paper.

Japan will construct the new navy for China, and train her officers and seamen.

**GERMANY AND CHINA.**

The German troops in China, with the exception of those at Tientsin, are being recalled. It is recognized that the objects of their occupation after the Boxer troubles have been fulfilled, particularly in view of the Japanese victories in Manchuria.

It is stated that Germany is diplomatically desirous of ending the strain existing owing to the presence of soldiers of various nationalities in China.



## SUPREME COURT.

Monday, 24th July.

IN ORIGINAL JURISDICTION.  
BEFORE SIR E. T. PIGOTT (CHIEF JUSTICE).

## A QUESTION OF PARTNERSHIP.

Re Tong Lee, plaintiff, and Li Fung, Li Kum, Li Sang, Li Chai, partners of the Tak Hong, and Tak Hong, defendants, and the matter of the issue between the said Tong Lee, plaintiff, and Li Fung and Li Kum, defendants.

Mr. R. A. Ferrers (instructed by Mr. R. A. Harding) appeared for the plaintiff, and Mr. H. E. Pollock, K.C. (instructed by Mr. Otto Kong Sin), represented the defendants.

Mr. Ferrers explained that the issue to be tried was whether Li Fung and Li Kum were partners in the Tak Hong or not. The plaintiff had obtained judgment against the defendants in the Tak Hong, and the defendants had obtained judgment against the plaintiff in the Tak Hong. The plaintiff had obtained judgment against the defendants in the Tak Hong, and the defendants had obtained judgment against the plaintiff in the Tak Hong. The plaintiff had obtained judgment against the defendants in the Tak Hong, and the defendants had obtained judgment against the plaintiff in the Tak Hong.

Mr. Pollock—I can say of my own knowledge that some of my friend's statements are incorrect. One of the solicitors came to me, and then this defence was raised.

The Chief Justice—I do not think it is relevant.

Mr. Ferrers thought it would be if he could prove the point was not raised until the third day after the defence was explained by the domestic tragedy which had called them away. The evidence he proposed to call was somewhat lengthy. During the time the firm was carrying on business, a fire occurred which destroyed the books and papers which would have proved the point beyond doubt. However, the safe of the firm which had been in the hands of the Court official had been opened, and documents of material value to the issue had been found. These, with the oral evidence, would place the question beyond doubt. Money had been lent to the firm on the representations of the two defendants that they were partners and he would call the senior partner of the Tak Hong to prove that the defendants were his co-partners.

Evidence was led and the case adjourned.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WINE (PUNISHMENT JUDGE).  
RENT WOLFEHART, V. HONGKONG HOTEL CO., LD.

The hearing of this action, in which the plaintiff claimed from the defendant company the sum of \$1,000 for alleged wrongful dismissal, was continued.

Mr. R. F. C. Master (of Messrs. Johnson, Stokes and Master) appeared for the plaintiff, and Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) represented the defendant company.

For the defence Mr. Looker called Mr. E. Osborne, a director of the hotel company.

In March, 1903, you went home to England?

Yes.

Had you previously discussed the question of engaging a chef with the other directors before going home?

Yes.

And it was arranged that you were to get one?

Yes.

As a result of the present agreement was entered into with the plaintiff?

Yes.

Tell us what took place at your interview with the plaintiff?—He came to my lodgings, and we had a conversation which lasted about three-quarters of an hour, in which I explained to him exactly what was required. I told him we did not want a man to come and cook himself, as our Chinese staff was quite capable of doing that; but we wanted an experienced chef, not one to make things better, but to keep the Chinese up to the mark. I explained to him the circumstances of life in Hongkong, the heat in summer, the probable opposition of the Chinese, and every other drawback I could think of. I told him he would be under the direct orders of the manager, and that as he performed his duties to the satisfaction of the directors, he would practically be left alone. If he did not fulfil the expectations of the directors he would be told so, and given an opportunity of remedying matters; then if he still continued not to give satisfaction, he would be dismissed. He appeared to be anxious to come. I told him that our agents in London would communicate with him, and the interview ended.

Who drew up the agreement?—I drafted it and sent it on to the agents in London.

Did you clearly explain to the plaintiff at this interview that if he did not carry out his duties in connection with the hotel his agreement was terminated?—Most clearly. I made special mention of it.

Can you say whether or not at that interview plaintiff clearly understood this?—He clearly understood it. At least, he said so.

You engaged him practically to superintend the kitchen department, not so much to cook?

Yes, and he arrived here in September. I arrived the following March.

When you arrived did you find your co-directors satisfied or dissatisfied with the chef's performance of his duties as outlined in the agreement?—They were dissatisfied.

Did you have a discussion about it?—Several.

What was the result?—The result was that the other directors asked me to take the matter in hand. They said they had done nothing themselves as they had been engaged by me, and they preferred to wait till I returned. I waited for about two months to see for myself, and found that, in my opinion, the food was not improved; the service was the same.

Generally speaking, did you find any appreciable improvement?—With the exception of a

few sauces, I do not think there was any improvement whatever.

When you found this, at the end of two months, what did you do?—I did nothing further until the winter.

What did you do then?—I again watched matters closely and found that there was still cause for dissatisfaction and the matter was brought up at various Board meetings, after which messages were sent to the manager (Mr. Haynes) about the chef. Until March or April I saw no sign of improvement.

And he used to attend?—Yes.

Did he make any suggestions?—He never made a remark, and as it was useless for him to attend we did not ask him to come again.

About what time was it when you began personally to go into the party?—About March of this year when we found representations to the chef through the manager were ignored.

Had you made many representations before that?—Several. At almost every Board meeting the manager was instructed to convey some message or other to the chef.

Was that message ever taken any notice of?—Practically ignored every time, as were the messages sent by the acting manager, and finally the Board decided to see him myself. This was about March or April.

Prior to that had you been in the party kitchen or other part of the chef's department?—I had never been in the kitchen except on my return on Saturday afternoons, but when the directors requested me to investigate I went every day at one o'clock and saw the raw food which the chef had brought that day.

What did you find about it?—On several occasions I found it was unfit to come into the hotel.

Did you point it out on these occasions to the chef?—I did.

Did you find it led to improvement?—No. But food still continued to come.

Was this food confined to one description of article, or extended to all the provisions?—It was practically extended to all the market provisions.

Did you continue your supervision?—I continued until one day the cook flew into a passion, and practically told me I knew nothing about it. He was then called before the directors, and told he must either accept my decision, or he would not. He said he would accept it.

With reference to the suggestion, and vegetable books, what reason was there for such books being started?—After I had been deputed to supervise they were both started with the express purpose of placing on record points on which we were dissatisfied.

If the directors were satisfied, would these books ever have been started?—No.

Apart from the food, did you ever send messages to the chef about the way the meals were served?—Yes, and practically no notice was taken of them.

Finally, I think he was dismissed the day after he had the row with Mr. Davies?—Yes.

Was that dismissal in consequence of the row or previous dissatisfaction?—Previous dissatisfaction which had existed for a long while.

His Honour—Was he aware of your dissatisfaction?

Witness—We told the manager or assistant manager to inform him, and have every reason to think they told him. I told him of it myself after I was appointed to supervise.

Can you tell us why you sent your letters of complaint through the manager until you were appointed to investigate?—Because the whole staff came under the directions of the manager.

Is the manager the person through whom the directors always have their messages conveyed?—Invariably.

Was it possible for you to have seen the Chinese instead of expressing your dissatisfaction to the chef?—I could have, but wouldn't ignore the chef, who was in charge.

Do you consider the chef did or did not fail in the duties for which he was especially engaged?—I consider he failed.

With regard to his conduct in Mr. Davies' case, do you think that is enough to justify his dismissal?—I do, as a conflict like that between the chef and the manager is dangerous to the hotel's interests, and it would be impossible to maintain discipline if that sort of thing went on unchecked.

Do you consider the plaintiff knew the directors were not satisfied with the manner in which he was carrying out his duties?—I think he knew.

In cross-examination—How long have you been a director of the hotel?—Since 1893.

You occupy some other position in the Colony as well?—Yes.

Has it been your practice since you have been a director to personally superintend the kitchen?—It has not.

How much of your time do you, as a rule, give to the concerns of the Hongkong Hotel?—About ten minutes a day.

Does the amount of attention you give to the hotel call for any comment from shareholders in the Hongkong and Kowloon Wharf and Godown Company?—I cannot say.

When you engaged the plaintiff in England what did you mean to engage?—A chef.

If the chef was to obey the manager's orders, why was not a clause to the effect included in his agreement?—You drafted the agreement, did you not?

And you put in the terms in which the plaintiff was engaged?—No. I did not. There are a lot of terms which are self-evident.

Did you think it self-evident he should be a housewife?—I don't know what you mean by a housewife.

When you came back to the Colony the plaintiff said you shook hands with him, and expressed your pleasure that he had given satisfaction to the directors in the meantime?—That fact to the directors was probably correct; that I shook hands with him is probably untrue. I told him the directors were satisfied is untrue.

Did you say anything else?—I have answered that.

You cannot give me an answer?—I have already given you an answer. No. I didn't.

When you found things were not going to your liking, why did you not immediately communicate with the chef?—I made complaint through the manager.

Did you take the chef to task at the Board meetings?—Certainly.

Were the complaints serious?—It depends on what you call serious.

What do you call serious?—If food is sent to table in an unfit standard, surely that is a matter of complaint. You have in your examination made it appear that I taught him how to cook. I say that is a lie; it is misrepresentation.

Why didn't you complain to the chef before?—Because I thought it hardly fair to bring the man to task in the summer time.

Didn't you think it was your duty to warn him that he was not carrying out his duties to the satisfaction of the directors, and give him an opportunity of doing better?—We told the

manager to instruct the chef on that matter.

When you first came back the plaintiff was not in the habit of attending Board meetings?—That is so.

You suggested that he should be asked to attend?—Yes.

What reasons had you?—Because it was the practice to have assistants of the Hotel at Board meetings.

Why didn't you have them there before then?—You had better ask the man themselves. I was not here and decline to answer what I cannot reach for.

When you went into the kitchen—I didn't go into the kitchen.

You told us you did—I did not.

Well, had the provisions you saw been passed by the chef?—As a rule they had, but sometimes when I saw and condemned them, he said he had not passed them.

You did not examine each carrot or turnip?—No.

What do you know about carrots, Mr. Osborne?—I suppose as much as any intelligent man does.

You are not an expert?—No.

Would you back your opinion as to the age of carrots against a man of nineteen years experience?—Yes, I think my opinion is as good as the chef's as to the age of carrots.

How can you tell the age?—Any fool can see whether a carrot is aged and holey, and full of grubs.

Were the rest of the complaints made of the same nature as the complaints about carrots?—No, they were of a general nature. I have been to the hotel in Japan and other places, and know that the food prepared by the chef was not up to the standard.

Do you consider the complaints made were such as to convey to the mind of the plaintiff that you were dissatisfied with him?—I think so, taking them altogether. When the remark is made that the food is not fit for the table, I think any man who prides himself on his work would take such a remark as a sufficient sign of dissatisfaction.

In how many other instances have you made complaints?—Until we had to go into details there were no records taken, but general complaints were made as to the quality and service of food.

If this had continued so long, why did you not have the chef up and give him fair warning?—As a matter of fact we told him once that if he wished it would cancel his agreement.

With regard to the cost of meals, was there not a bonus offered provided he kept under \$1.50 per day for the three months?—The second time he asked for an increase of salary we told him that if he would keep the cost below \$1.50 a day, we would consider the question of bonus.

What is the price of meals?—I don't know, you had better ask the manager.

Would the hotel agents in England get you a man who is not reliable?—I don't know, you had better ask them.

As to the letter of the 6th April written by the Secretary of the hotel to the plaintiff, he didn't write on his own responsibility, I suppose?—No.

Look that letter show that the directors were dissatisfied with the plaintiff, after granting him a bonus?—I think it shows the conscientious manner in which the directors treated him, because, whilst complaining to him about the quality and service of the food in the general dining-room, they were perfectly willing to recognise that private dinner parties were extremely well served, and he perfectly fair towards him in that on private parties he was making him this bonus. On the other hand, as regards the general dining room, we expressed our dissatisfaction.

The bonus was going to be continued?—So long as he gave satisfaction.

All this time were you contemplating dismissing him?—The Board was not.

Do you know as a fact the price of meals in the hotel was kept below \$1.50?—I believe it was, but he was only to get the bonus provided he kept this average for the whole year.

Look the plaintiff has been there do you know the attendance has increased?—I believe the figures show it.

As matters now stand he was dismissed on account of becoming violent and insulting the manager?—The way he looked after the hotel was sufficient to dismiss him, and if the other directors had had their way he would have gone sooner.

Oh, I see, you say his friend?—No, I am not in the habit of making friends with subordinates in the hotel.

The dissatisfaction of the directors was not the only reason for writing the letter of the 1st June, was it?—The man was dismissed on account of the dissatisfaction of the directors, and not on account of the row he had with the manager.

Re-examined—Do you suppose it was possible for him to have effected improvements on the various dishes?—I think it was quite possible for any man, taking a pride in his work, to make a great difference.

With regard to the duties of selecting the best procurable meat, do you consider he did?—As a general rule he did not.

Do you consider he effected any substantial improvement at all in teaching the Chinese cooks in the preparation and service of the food?—I think he made very little improvement, indeed, and as regards the service, he rather retarded the improvement.

Has there been any improvement in the service since he left?—There has been an improvement in the quality.

Are the Godown Company aware that you are a director of the hotel?—Yes, and they sanctioned it.

Have you ever interfered with the actual cooking of food?—No.

Is it correct or not to say the soured fish was made according to your taste?—The whole thing is a lie. An absolute lie.

Have you had any experience as a vegetable grower?—I once had a private garden, and have had about fifteen years experience.

You grew carrots?—Yes.

Do you consider the carrots you condemned were fit to be brought to table?—They were not fit to be brought to table on another cook.

Messrs. William Parfitt and W. H. Potts, two of the hotel directors, also Mr. Davies, acting manager, gave evidence in support of the defendant company, after which the solicitors addressed the judge.

His Honour, in summing up, said it was perfectly clear from the evidence of the directors and the acting manager that for some time there had been dissatisfaction in the minds of the directors as to the manner in which the plaintiff had performed his duties, and there was evidence that he communicated such complaints to the plaintiff. The complaints were very trivial, but with a series of them there could not be much doubt that they would become serious; therefore the directors were given reasonable cause for dissatisfaction. The plaintiff was out and on another cook. The plaintiff was removed. His indignation took the form of abusing and insulting the manager in a very gross manner, and taking into consideration the series of complaints of the directors; in His Honour's opinion, there was a

source for dissatisfaction and he considered the directors were perfectly justified in their action. He, therefore, gave judgment for the defendants with costs.

MR. YIP FAN HO WING TSUN AND OTHERS.  
In this action the plaintiff claimed from the defendants the sum of \$220, alleged amount due for wages.

Mr. Almeida Castro appeared for the plaintiff and Mr. P. W. Goldring (of Messrs. Bratton, Hett and Goldring) for the defendants.

Mr. Almeida stated that the defendants, who before constituted a company, wound up on the 19th June, at which time four months' salary was due to the plaintiff. The amount has not yet been paid, but the defendants paid \$50, one month's salary, into Court in settlement and subsequently offered \$100, which the plaintiff refused to accept.

After hearing the evidence His Honour gave judgment for the plaintiff for \$100, with costs.

BRITISH MANUFACTURERS' VIGOROUS ACTION.

An association representative of British manufacturers and traders interested in export business is now being formed under the name of the Manufacturers' Association of Great Britain.

Its objects will be similar to those of the Canadian Manufacturers' Association, and the National Association of Manufacturers of the United States—namely, by co-ordination of the industrial forces, and co-operation among the leading manufacturers and merchants, chambers of commerce and shipping, and other such bodies, to promote and expand British trade in foreign and Colonial markets.

The means by which these objects will be attained are summarised as follows:—

The appointment of correspondents in all parts of the world to report on openings for trade and local changes and conditions, and to collect such information, and distribute it among those firms which it will most benefit.

The collection, classification, and in particular dissemination of similar information prepared by the Board of Trade and other Government offices, Chambers of Commerce, and other bodies, in compliance with the chief commercial functions of the world of a trade index to British manufacturers, and its free distribution to chambers of commerce, to large merchants, and others in Colonial and foreign markets.

The supply of information regarding the commercial standing of any firm or merchant at the world level.

The collection and registration of information all over the world regarding rates and shipping-freights.

The organisation of a staff capable of corresponding on technical and commercial subjects in any language, and also of translating into English from English commercial catalogues, price-lists, specifications or tenders, and similar documents.

One of the main objects of the association will be the systematic dissemination of knowledge of British goods in all possible overseas markets.

Temporary accommodation for the association has been secured at Orchard House, Westminster.

THE CORONA CLUB.

The sixth annual dinner of the members of the Corona Club was held on June 20th at the Hotel Cecil, when there was a large attendance of gentlemen connected with the Crown Colonies. The Colonial Secretary presided, and in proposing the toast of "The Club," said it began with about 300 members, but he was proud to be able to announce that to day the members were not less than 1,072. The British people were ignorant in many things, but as a race they were especially ignorant of the Crown Colonies. He regarded with great pleasure the consolidation of the many distinguished men in the Corona Club.

He considered their consolidation was a matter of congratulation to the whole Empire, because the more that was known about the Crown Colonies the better. An idea was put forward by young writers of ability that the British Empire in its present state was half-dead, because it promoted materialism, seduced Legislatures and statesmen from the path of domestic reform, and placed heavy liabilities upon this country. Those who entertained such ideas were not very well versed in the history of the British Colonies. So far from the Colonies providing a danger of undue military spirit being furthered, he thought that precisely the contrary was the case.

CHINESE AS BOYCOTTERS.

At a Shanghai "boycott" meeting on the 19th inst. there were quite a number of eloquent and patriotic speeches made, in which the speakers exhorted everyone present to maintain a firm front to show to the world that in this instance, at any rate, there is a united China. "For," said one gentleman (Taotai Ma) "some Americans have sneered at us saying that there is nothing to fear because we Chinese were once united. Even the same sneering allusion. A recent speech by precept and example how fallacious an idea this is on the part of such Americans." Other speakers showed how little Japan by her unity and determination had beaten her huge opponent Russia, showing the world what Asiatics are able to do when they are united. Cannot the Chinese easily do thoroughly aroused. Cannot the Chinese easily do this? The speaker then asked the members of the Pines Goods Guild came forward and swore that beginning from the 20th of July they had decided not to buy any more American pieces and other goods until the purpose in view of the nation had been properly obtained. "The meeting was then asked for a show of hands that beginning from the next day no more goods of American manufacture. Every one present raised his or her hand.

LATEST STEAMER MOVEMENTS.

The C.P.E. str. Empress of China arrived at Shanghai at 1.30 a.m. on Saturday, the 22nd July, and left again at 11 p.m. same day for Hongkong, and is due here at 9 a.m. to-day.

The C.E.N. str. Athenian arrived at Shanghai at 2 a.m. on Saturday, the 22nd July, and left at 2 a.m. on Saturday, the 23rd July, and is due here at 6 a.m. to-morrow.

The C.P.E. str. Empress of Japan left Yokohama on Saturday, the 22nd July, a.m., for Victoria and Vancouver.

The I.G.M. str. Schomaker left Kobe via Nagasaki and Shanghai yesterday, at 4 a.m., and may be expected here on Tuesday, the 1st August.

The J.-C.-J. Lijn str. Bogor left Manassas for this port on the 22nd inst., and may be expected here on the 30th inst.

The P. & A. str. Arabia arrived at Yokohama on the 20th July, and is expected here on the 2nd August.

The H.A.L. str. Rheinnia left Singapore for this port on the 23rd inst., a.m., and may be expected here on the 25th inst., a.m.

## THE "LONG HING" PHOTO COMPETITION FOR AMATEURS

\$220.00 IN PRIZES.

ENTRIES FREE.

CALL OR WRITE FOR PARTICULARS.

LONG, HING &amp; Co.,

17 QUEEN'S ROAD, CENTRAL, HONGKONG.

## LOSS OF THE "ROHIRA-MARU"

HOPELESSLY STRANDED IN THE INLAND SEA.

Details of the loss of the old *Rohira* camouflaged yesterday with the *Japan Chronicle*. The *Rohira* (formerly the P. & O. str. *Rohilla*) which recently stranded near Otsushima, has now broken in two and will become a total loss. The *Rohira* was left in the Inland Sea on the afternoon of 6th inst. for Ujima. She struck the Manila Rock, near Kokurakami Island, about one mile south of Miyajima, at about 8 o'clock on the morning of the 7th inst. It appears that when the steamer was approaching the rock, three fishing boats were sighted right in the course, and the *Rohira* altered her course to avoid a collision, whereupon she struck the sunken rock by the stern. The steamer was lifted about 14 degrees, and suffered serious damage to the bottom below the bridge. By about 8 o'clock a.m. the steamer was nearly submerged. There were on board 137 persons, including a crew of 87, twelve surgeons and military hospital nurses, and 31 dock workers. At about 5 o'clock in the morning the surgeons and hospital men with their effects left the steamer in the ship's boats and landed at Kono. Here the vessel's gear was also landed, and did not leave the vessel until the morning of the 8th inst. The morning of the 18th inst. an engineer with men was to arrive from the Ujima office of the Kawasaki Dockyard, but in the opinion of an expert the vessel's position was hopeless and further operations were abandoned.

The *Rohira* was insured for ¥150,000. She was bought by the Tokyo Kisen Kaisha from the P. & O. S.N. Company a few years ago, and in April last year was sold to the Oshiro Steamship Company of Tokyo. Since the outbreak of the war she has been serving as a hospital ship. The *Rohira* has encountered several accidents and was regarded as the most unlucky of all the steamers in the Government service. During her latest mishap the master and his officers worked hard to save those on board, with the result that all were landed without a single person being injured, a result for which the captain and officers are given every credit.

TRADE MARK.		CLARETS.		
		1 doz.	2 doz.	4 doz.
		Bottles.	Bottles.	Bottles.
VIN ORDINAIRE	\$1.75	\$5.75	\$8.75	
COTES	5.25	6.25	9.25	
MEDOC	5.75	6.75	9.75	
ST. EMILION	6.75	7.75	10.75	
MARGAUX	7.00	8.00	11.00	
ST. JULIEN	8.00	9.00	12.00	
ST. ESTEPHE	10.50	11.50	14.50	
Cos St. MICHEL	12.50	13.50	16.50	
Ch. LEOVILLE	13.00	14.00	17.00	
Ch. LAROSE	13.00	14.00	17.00	
AMERICAN.				
CALIFORNIA	\$4.75	\$5.75	\$8.75	
ZINFANDEL	5.75	6.75	9.75	
SPANISH.				
VALDEPENAS	\$4.75	\$5.75	\$8.75	

## H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL.

40

## THE ROBINSON PIANO CO., LIMITED. PIANOFORTE MANUFACTURERS.

TUNERS.

## POLISHERS AND REPAIRERS.

BEG TO CALL ATTENTION TO THEIR EXTENSIVE STOCK

OF

HIGH-CLASS INSTRUMENTS.

BOTH OF

THEIR "OWN MAKE"

AND THE

LEADING BRITISH,

CONTINENTAL

AND

AMERICAN HOUSES.

AT

PRICES WHICH DEFY

COMPETITION.

MUSIC AND MUSICAL INSTRUMENTS

OF EVERY DESCRIPTION.

CASH OR HIRE PURCHASE

SYSTEM.

Hongkong, 20th July, 1905.

11363

DR. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examination.

Office hours 9 A.M. to 5 P.M.

No. 2, PEDDER STREET (next to the

General Post Office and opposite to the side

entrance to the Hongkong Hotel)

Hongkong, 5th 1905.

1370



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th St. P.O. Box, 33. Telephone No 12.

## NEW ADVERTISEMENTS

## TO LET IN HONGKONG.

PRIVATE residence for Two Single Gentlemen with or without Board, healthy locality, low terms.

BOX 247, Care of Daily Press Office, Hongkong, 25th July, 1905. [1747]

## HONGKONG OFFICE.

IT IS HEREBY NOTIFIED that during the absence of Mr. S. HIROU will have charge of this Office.

T. ARIMA, Manager, Hongkong, 25th July, 1905. [1753]

## TEACHERS WANTED.

FOR TIENHSIN PUBLIC SCHOOL (undennominational). Head Master, salary \$3,000 per annum with quarters. Kindergarten Teacher, salary \$1,000, quarters, light, heat, attendance.

Apply with references to—Rev. J. MILLER GRAHAM, Tientsin. [1748]

AGENTS WANTED willing to take up the introduction and sale on commission or otherwise of good brands of Pig and Iron and Cast Steel, &c. &c. Should be familiar with the trade. Applications, stating full particulars as to terms on which it is proposed to do the business and references to be addressed in first instance to "IRON & STEEL 1906," 30 Street, 39 Cornhill, London, England. Advertisers are in a position to put Colonial goods or products on the market in Europe. [1749]

THE TRADE MARKS ORDINANCE, 1898.

## APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that JOHN DE KUYPER & SON, carrying on business at Rotterdam, in the Kingdom of Holland, as Distillers, have on the 2nd day of June, 1905, applied for the registration in Hongkong of the following TRADE MARKS of the following TRADE MARK:

*John de Kuyper & Son*

in the name of JOHN DE KUYPER & SON, who claim to be the proprietors thereof. The TRADE MARK has been used by the applicants for a great number of years in respect of the following goods:

HOLLANDS GENEVE IN CLASS 43. JOHNSON, STOKES & MASTER, Solicitors for the Applicants, No. 8, Des Vaux Road Central, Hongkong, Dated the 21st day of July, 1905. [1750]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENNA AND SINGAPORE.

THE "CAMBERINE APCAR," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge, will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 26th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DAVID SASSOON & CO., LD., Agents, Hongkong, 24th July, 1905. [1745]

## FROM NEW YORK.

THE H.A.L. Steamship

"VANDALIA," Captain Haas, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st July, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA-LINIE, Hongkong Office, Hongkong, 24th July, 1905. [1751]

## NEW ADVERTISEMENTS

## BRITISH-INDIA-STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON. The Company's Steamship

"ZAIDA," Captain C. Willis, will be despatched as above on TUESDAY, the 1st August, at DAYLIGHT. For Freight or Passage apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 24th July, 1905. [1744]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA," Captain Luning, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA-LINIE, Hongkong Office, Hongkong, 24th July, 1905. [1746]

S.S. "SYDNEY," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dordogne" and "Charente," from Bordeaux ex s.s. "Ville de Valenciennes" and "Combray," in connection with above steamers are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 31st July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 31st July, or they will not be recognized.

All damaged packages will be examined on Monday, the 31st July, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent, Hongkong, 24th July, 1905. [2]

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT is now ready and contains—

Editorial Articles of the Week's News.

Anglo-Japanese Relations.

Missionaries and Gunboats.

More Japanese Finances.

To Enslave China.

The Shanghai Bogie.

China's Indiscretions.

Allen Immigration.

Supreme Court.

Companies—

The Hongkong Electric Co., Ltd.

The United Asbestos Oriental Agency, Limited.

Canton Notes.

Police Court Business.

Work for Hong Kong Vagrants.

The Naval Court.

Manila as the Trade Centre of the Orient.

China Tea.

German Fortifications at Kowloon.

Adjustments on the China Station 12 in.

Mark viii. Guns and the Question of Defects.

Fire in Kobe Harbour.

The Suicide Mania.

Two Attempted Suicides.

The Ill-fated Opium Traffic.

Sale of Pianos.

Amusement of the Chinese.

Proposed Chinese Opium Monopoly.

Viceroy and Magistrates.

How China Civilises.

The Shanghai Road to the Hills.

The Anti-Torture Organization.

Chinese Conjugal Intelicity.

Miscellaneous.

Commercial.

Shipping.

Subscription, \$12 per Annum, payable in advance, postage 32.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 25th July, 1905.

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD," 27, CAINE ROAD, Hongkong, 18th March, 1904. [731]

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Day and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.

Apply to—Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road, (late of "Tang Yuen"), Hongkong, 27th June, 1905. [1635]

TO LET.

FURNISHED ROOM with Board, Tennis Court, Near Ferry, Kowloon.

Apply—

"S.S.," Care of Daily Press Office, Hongkong, 3rd June, 1905. [1344]

## INTIMATIONS.

## SPECIAL PROGRAMME.

Under the Patronage of His Excellency THE GOVERNOR, SIR MATTHEW NATHAN, K.C.M.G.

THE EVENT OF THE SEASON. TO-NIGHT (TUESDAY), 25th JULY.

## SANDOW.

THE PERFECT MAN and exponent of Physical Culture. And his "GRABCO ROMAN ADRENALIN" SUPPORTED BY HIS PUPILS OF ALL NATIONS.

SANDOW will appear nightly from 8.15 to 10.15 for the benefit of those living out of town.

GRAND WRESTLING COMPETITION. TUESDAY and WEDNESDAY Evenings, the 25th and 26th.

GRAND MATINEE ON WEDNESDAY, the 26th, at 4 p.m.

Gold, Silver and Bronze Medals to Winning Competitors.

Europeans, Chinese, Japanese and Indians have already signified their intention of competing. Amongst others, the well known Hongkong Athlete, Mr. J. A. S. ALVES will compete.

THE BEST DEVELOPED CHINESEMAN, who sends in his name by 5 p.m. TO-day to Mr. SEYMOUR, as being willing to exhibit his development on the stage of the "THEATRE ROYAL TO-MORROW (WEDNESDAY) Night, will be awarded a solid GOLD MEDAL value \$50. OPEN TO ALL CHINESE.

Plan at the ROBINSON COMPANY. Prices—\$3, \$2 and \$1.

Doors Open 8 p.m. Overture 9.15 p.m.

A Special Car will run to the Peak: every night 15 minutes after the Performance.

Hongkong, 24th July, 1905. [1672]

JAPANESE CINEMATOGRAF SHOW. THE BEST WHICH HAS EVER VISITED HONGKONG.

A PINE EXHIBITION of the Most Interesting Pictures of the

RUSSO-JAPANESE WAR. NEW FILMS JUST ARRIVED.

Two Shows EACH EVENING, 7.30 to 9 p.m. and 9.15 to 11 p.m.

1st Class—50 cents; 2nd Class—30 cents; 3rd Class—15 cents.

TENT-OPPOSITE CENTRAL MARKET.

Hongkong, 25th July, 1905. [1752]

NOTICE.

IMPERIAL BANK OF CHINA.

THE HONGKONG BRANCH of this BANK will be CLOSED on and after 1st August next. Creditors are requested to send in their claims promptly.

By order of the Directors, E. W. RUTTER, Manager, Hongkong, 24th July, 1905. [1733]

WANTED TO HIRE.

GAS ENGINE in good condition, about 5 h.p. Apply—"H," Care of Daily Press Office, Hongkong, 21st July, 1905. [1714]

FOR SALE OR CHARTER.

THE Auxiliary Yawl Yacht "SNOW-FLAKE," 42 tons, 6 1/2 knots speed, excellent accommodation for four persons, Electric Fans and all conveniences, recently thoroughly overhauled, terms moderate, owner leaving for Home.

Apply to—WHYMARK & THOMPSON, 82, Sakai Machi, Kobe, Japan. [1716]

NOTICE.

IT IS HEREBY NOTIFIED that the QUEEN'S RECREATION GROUND will be re-opened on the 1st proximo.

By Order, W. CHATHAM, Director of Public Works, Hongkong, 22nd July, 1905. [1726]

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY. No. 29 of 1905.

Re CHAN LEUNG CHAM alias CHAN KIM SHIN lately trading at No. 300 Des Vaux Road Central, Victoria Hongkong, Merchants.

NOTICE IS HEREBY GIVEN that all Creditors who have claims against the above named debtor CHAN LEUNG CHAM alias CHAN KIM SHIN should file proof of their claim with the undersigned within 7 days from this date.

G. H. WAKEMAN, Official Receiver, Dated the 19th day of July, 1905. [1719]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS. No. 76.

Precautions to be observed while dredging operations are in progress at the WHAMPOA BARRIER.

NOTICE IS HEREBY GIVEN that the dredger Canton River will commence work on the North side of the channel through the WHAMPOA BARRIER on the 24th inst. Vessels using the Canton Reach approach to Canton are requested to observe the precautions contained in Notice to Mariners No. 74 of the 23rd June last.

Vessels should not pass on that side of the dredger from which a Red Flag is flown. J. HOWELL MAY, Harbour Master.

Approved, F. J. MAYERS, Acting Commissioner of Customs, Canton House, Canton, 22nd July, 1905. [1734]

## PUBLIC COMPANIES

## THE HONGKONG &amp; KOWLOON WHARF &amp; GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the rate of 5 per cent. (Two Dollars and a half per Share) for the six months ending 30th June, 1905, will be paid on application to those persons who are registered as Shareholders in the above Company on the 24th July, 1905.

TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 26th JULY, both days inclusive.

EDWARD OSBORNE, Secretary, Hongkong, 21st July, 1905. [1717]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of \$2.50 per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th to the 27th instant (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary, Hongkong, 12th July, 1905. [1655]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and Seventy-five Cents per Share for six months ending 30th June, 1905, will be payable on the 27th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 26th to the 27th instant (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the Company, Hongkong, 12th July, 1905. [1656]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

General Agents for THE WEST POINT BUILDING CO., LD. Hongkong, 12th July, 1905. [1656]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ending 30th June, 1905, of FOUR DOLLARS per share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after Wednesday the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to 31st inst., both days inclusive.

JARDINE, MATHESON & CO., General Managers, Hongkong, 18th July, 1905. [1708]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY EIGHTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the COMPANY, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 15th AUGUST, at 12 o'clock Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th August, both days inclusive.

By Order of the Board of Directors, T. ARNOLD, Secretary, Hongkong, 24th July, 1905. [1737]

THE HONGKONG ELECTRIC COMPANY, LIMITED.

THE CERTIFICATE for the Shares numbered 1937, 1668, 1667, 21810 and 23720/23781 which are fully paid up, standing in the name of Miss HABIBA MOSES REUBEN COHEN, having been declared LOST, Notice is hereby given that unless the said Certificate be produced to the Company on or before the 31st July, NEW CERTIFICATE WILL BE ISSUED by the Company, and the old certificate will thereupon be held null and void.

GIBB, LIVINGSTON & CO., Agents, Hongkong, 24th July, 1905. [1736]

TO LET.

TO LET.

16, WYNDHAM STREET.

Apply to—E. A. CARVALHO, 14, Arbuthnot Road, Hongkong, 22nd July, 1905. [1724]

TO LET.

NO. 2, 5, 6, BARROW TERRACE, KOWLOON.

THREE NEW HOUSES, CASTLE ROAD, HONGKONG.

Apply to—SAM WANG CO., LD., 81, Queen's Road Central, Hongkong, 12th July, 1905. [1234]

TO LET.

NO. 3, MACDONNELL ROAD.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 20th July, 1905. [1707]

TO LET.

EYRIE, Unfurnished, Newly repaired, Painted and Colourwashed.

No. 21, BELLIOS TERRACE, 1st Row, No. 21, " " 3rd Row, No. 20, " " 3rd Row.

2 FRONT ROOMS in No. 15, Queen's Road Central, (over Mosses. Calbeck Macgregor & Co's premises).

No. 1, DES VEAUX VILLAS, BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.

2nd FLOOR in Central position, containing Four Large Rooms, Anteroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices.

Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 9th June, 1905. [190]

## TO LET

## TO LET.

DWELLING HOUSES on Pedder's Hill, occupation from the 1st June.

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Miss A. M. Steadman, living at 130, Cambridge Road, Kilburn, London, England, says:—“I wish I could tell you how thankful I am for the good, Doan's Backache Kidney Pills have done me. They have saved my life. Before I began using them, the doctor said I couldn't live another three months, but that was a year and a quarter ago and I'm as well today as ever I was in my life.”

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Doan's Backache Kidney Pills are 25¢ a box, or £3.9 for 6 boxes. To be had of all chemists and medicine dealers, or direct from the proprietors, The Foster-McClellan Co., 8, Wells Street, Oxford Street, London, England, post free on receipt of price.

## THE INDIAN ARMY.

OFFICIAL CORRESPONDENCE.

Most important despatches with reference to Lord Kitchener's proposals were issued last week. They do not lack frankness of expression on the part of the Commander-in-Chief, the Military Member of the Council (Sir Edmund H. Lee), the Governor-General in Council, or Lord Curzon himself, writing as Viceroy, all of whom contribute to the symposium. As might be expected, the minutes by Lord Kitchener and Lord Curzon are the two documents of most interest, not only because the writers express views diametrically opposed, but because both reveal a state of mind which is the military situation.

Lord Kitchener's minute is based upon a review of the military situation on the broadest base, namely, comparison with a European Power.

If the military problem in India were only to safeguard the country against the states which are now contending with her own such as Persia, Afghanistan, China, Tibet, and Siam, I should not have raised this very thorny question which so much has already been written. Wars against these States could have but one result, although, even to meet such cases, change would be desirable. Great issues are, however, now at stake.

This question is an Imperial and not merely an Indian one, except in so far as the maintenance of the solidarity of the Empire is incumbent alike on its each and every part.

I feel that it is my imperative duty to state my conviction that the present system is faulty, inefficient, and incapable of the expansion necessary for a great war in which the armed might of the Empire would be engaged in a life and death struggle.

The complaint by Lord Kitchener is due to the dual system—on the one hand the Commander-in-Chief, and on the other the Military Member of the Council, the co-equal in council with the chief of the army. In Lord Kitchener's view the latter is really omnipotent in military matters, as through his department all the orders of the Government to the Commander-in-Chief pass, while he is also responsible for the regulations and orders issued to the army. Lord Kitchener protests against a system under which he, as “executive” head of the army, is nominally responsible to Government for discipline, training, and efficiency, is subject to the limitation that he cannot issue orders for the movement of troops or introduce any but trifling improvements in any of these matters without the previous sanction of the Military Member, which sanction is communicated in the name of—but not necessarily after reference to—the Governor-General in Council.

Lord Kitchener points out that the dual system in England—the War Office and Horse Guards—was found faulty and abolished.

The present distribution of the Army and its preparation for war, which are so manifestly defective, and which are now about to be bolstered by a comprehensive and costly scheme of reorganization and redistribution, would never have been allowed to take root and grow to such dangerous proportions had not this crippling system of administration obscured the essential features of real military efficiency.

Lord Kitchener affirms that his objections to the present system—which he illustrates by specific instances of delay and inconvenience—are agreed in by all his senior staff officers, and he remarks:

A case for reform has been demonstrated and the time for action has arrived, unless, indeed, like the natives of the country we live in, we are satisfied with the status quo. “What over is best.” No one dares change more than I do; but if necessary, I do not fear it. I would certainly not continue a rotten system because I was afraid to stretch out my hand and take a sound one.

In face of this view of the fact, Lord Kitchener sets forth his reforms, the essential feature of which is the substitution, for the present dual arrangement, of one officer (the Commander-in-Chief and War Member of the Council) to take charge of the military administration, and to present it to the Council.

The proposals are condemned by the Governor-General in Council. This body stigmatises the suggestions as constituting a military autocracy and “a military despotism.”

Our views are irrespective of the individual. They relate exclusively to the office which he holds, and to the functions of the Government of India, and are not deliberately directed against any person in a long despatch, and denies that there is dual control or division of authority—as “the Army in India has but one head, the Governor-General in Council.” Finally, he pleads that he has been compelled by a sense of duty to state his convictions boldly, and states:

I am glad this controversy has not arisen in an acute form until I am almost entering on my last year in Council. Any changes introduced will not affect me personally, and, moreover, I am prepared at any moment to tender my resignation in the interests of the public service if such resignation will facilitate any new organization which may possibly be considered necessary.

Lord Curzon pays a high tribute to Lord Kitchener, and points to the fact that with the present system, “within less than two years, he has carried through a series of reforms that would have more than filled an ordinary quinquennium, and that will stamp his name indelibly upon the military history of this country.” He reviews the existing organization, and criticises Lord Kitchener's statements and proposals. He adds:

With great reluctance, therefore, but without hesitation, I am compelled to advise against acceptance of the Commander-in-Chief's proposals. This is the first occasion on which the first importance of which I have disowned from him. But larger issues than the authority or views of any individual are at stake.

In my view, the entire constitution of the Government of India in relation to military matters is involved, and it is our duty to consider the position of Government as a whole as well as of the military commander, and of our successors as well as ourselves. With a sufficiency of tact and conviction, I believe that the present system can be worked both efficiently and harmoniously. Either it or something like it appears to me to be essential to the proper military and political administration of the Indian Empire.

Mr. St. John Brodrick's despatch follows generally the lines of his speech in the House of Commons on Wednesday, in which he explained that the Government had decided to change the military system. The Commander-in-Chief himself, the military member, and the only military member of the Viceroy's Council, while another member of the Council will have his responsibility limited to “the control of Army contracts, the purchase of stores, ordnance, and munitions, the management of military works, the clothing and manufacturing departments, Indian Medical Service, and Indian Marine.”

THE VALUATION OF CURIOS BY THE CUSTOMS.

“C.B.” writes as follows to the North-China Daily News:—

SIR,—Will you allow me space to state a case which is really a claim by the I. M. Customs authorities to alter the tariff in such a way as to impose a much higher duty on certain articles than they are entitled to impose.

According to the tariff sanctioned by the treaties, a duty of 5 per cent. ad valorem should be imposed on curiosities. The Customs officials say that old China ware and imitation old China ware are curiosities and should pay 5 per cent. duty ad valorem. Let us, for the sake of argument, concede this. Now, how are we to estimate the value of the China ware? Most people, especially business men, would say that the price paid for such ware in the open market is the fair value of it; but not so the I. M. Customs authorities. They ignore the prices paid in the open market; they scorn the receipts of dealers who sell curiosities to foreigners. They estimate the value according to weight. The articles in dispute may be a small but valuable bowl, weighing one catty, and worth a hundred taels, or a painted brick, weighing twenty catties, and worth two taels but as the Customs authorities divide such articles into two classes and estimate the value of the

old at Tls. 400, and the value of the imitation old at Tls. 200, per hundred taels, the valuable little bowl (perhaps of the Ming dynasty) pays only 2 mace duty instead of 5 taels, while the glorified brick, manufactured last week, must pay Tls. 2 duty, or 100 per cent. Having given this explanation I will now relate how exporters who resist this unjust imposition of duty are treated by the I. M. Customs authorities.

I have exported several lots of China ware, and the articles have been valued by the Customs officials according to weight, as mentioned above, and to avoid delay, and to escape mental war and fear, I have paid the exorbitant and unjust duty demanded after a mild protest. But mild protests only increase official hauteur. So yesterday, when I had another shipment to send off, I told the examiner plainly that I intended to contest the claim to value my China ware according to weight. (Of course I don't blame the examiner; he acts under orders.) He referred me to the official “unpistis.” There I saw the chief of the general office, who was courteous and kind, as he is always, but he could not settle the matter and suggested that I should see the Deputy Commissioner. So to that official I went; stated my case again, produced the receipts for the porcelain which I had bought from respectable curio dealers in Shanghai expressed the opinion that it was unreasonable to believe that I could buy porcelain from such men for as third its value; and, to save time, I further stated that, if my curio ware were valued according to weight again, I should require the Customs authorities to let the porcelain be valued by experts chosen by both parties, as provided for in the treaties. Then came my great surprise.

Naturally I expected that the Customs authorities would be as willing to submit to a judgment of expert valuers as I was; but, on the contrary, my request met with what I can only describe as obstruction and intimidation. I was told pieces of the porcelain must be taken out and sent to various experts in Shanghai, and this would occupy a week at least; meanwhile, my goods must remain in the Customs shed at my risk. Then I suggested that the case might be settled by arbitration, but the right to call for arbitration was denied. However, on looking at the treaty it was discovered (discovered by the Customs authorities) that both parties had the right to choose merchants to value the goods, and the merchants must value the articles at prices for which they would purchase them. Then a feeble attempt was made to explain away the meaning of the words “for which they would purchase them.” As I still resisted the unjust imposition of 15 per cent. duty on my goods, instructions were sent to the examiner to turn out all the articles in his eight cases (each article had the weight marked on it) and weigh and value them. No attempt was made to value them. The examiners do not understand values of colours, designs, period, glaze, etc. They can hardly distinguish a piece of Yung Ching ware from a decorated drain pipe. This is not their fault. No man can be an expert in many articles. But mark the attitude and temper of the Customs authorities. They have made regulations, and this regulation, whether contrary to the treaty or not, whether just or unjust, must not be questioned; and if you persist in demanding justice every obstruction possible is put in your way. After contesting the imposition the whole day, and having to repack all the goods, the examiner stated the value of the porcelain at Tls. 100 per piece (instead of Tls. 200); and thus reduced the duty from 15 to about 7½ per cent.

This latter change was still unjust, but I accepted it in order that I might be able to ship my goods without delay.

From what I have written, it is evident that if the exporter of porcelain or curiosities will pay the unjust duty imposed by the Customs authorities the goods will not be taken out and examined; but if he resists, then obstruction and intimidation. What difference is there between this treatment and that accorded to natives at a customs barrier in the interior of China? Pay the squeeze and the goods are allowed to pass; resist and bear the consequences.

My case is not an isolated one, though the Customs officials tell every exporter who complains that his is the first case of the kind; but I am acquainted with several men who have been obliged to pay the squeeze.

If such an unjust deed were committed by an individual, it would be called by a very ugly name, and it deserves that name still more when committed by the Imperial Maritime Customs authorities.

The Customs officials are probably familiar with the rudiments of political economy, especially with the maxims of taxation; and as the prosperity of China largely depends on the growth of her export trade, it would be better to encourage than to obstruct it.

THE DIRECTORY AND CHRONICLE FOR 1905

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[45-1A]

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Hongkong, 21st September, 1905.

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CARTRIDGES 8, 10, 12, 16, and 20 BORE,  
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Hongkong 17th July, 1905.

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for Demand Drafts on London on the day of or preceding the Departure of the English Mails; also Table of Yearly Approximate Averages FOR 31 YEARS, FROM 1874 to 1904.

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T. F. COCHRANE, Manager.

Hongkong, 19th May, 1905.

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the Philippine Islands and the  
Republic of Panama.

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CHARLES R. SCOTT, Manager.

20, Des Voeux Road, Hongkong, 24th July, 1905.

[1730]

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CAPITAL PAID-UP ..... 18,000,000

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" " " " 3 " 3½ "

TAKEO TAKAMICHI, Manager.

Hongkong, 22nd May, 1905.

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PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$10,000,000

STERLING RESERVE.....\$10,000,000

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RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

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[1121]

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**ARRIVALS.**  
 AMICO, German str., 22nd July, 1905, 24th July.  
 Haiphong 19th July, Pakhoi 20th and  
 Haiphong 23rd, Rie and General—Jensen  
 & Co.

CATHERINE APCAR, British str., 1730, A.  
 Stuart, 24th July—Singapore 18th July,  
 General—David Sassoon & Co.

HANOI, French str., 735, N. P. Morley, 24th  
 July—Haiphong 18th July and Haiphong  
 24th, Rie and General—Jensen & Co.

KWONGSANG, British str., 1423, W. P. Baker,  
 24th July—Haiphong 20th July, Haiphong  
 24th July—Singapore 18th July and Swatow  
 24th July—General—Jardine, Matheson & Co.

LOONGSANG, British str., 1402, G. S. Weigall,  
 24th July—Haiphong 20th July, Haiphong  
 24th July—Singapore 18th July, General—  
 Jardine, Matheson & Co.

SAMBIA, German str., 523, Luning, 24th  
 July—Haiphong and Singapore 18th July,  
 General—Hamburg-Amerika Linie.

STONY, French str., 400, F. Combe, 24th  
 July—Singapore 21st July, Haiphong and General—  
 Messageries Maritimes.

TOURANE, French str., 310, R. Girard, 24th  
 July—Yokohama 17th July, Haiphong and  
 General—Messageries Maritimes.

VANDALIA, German str., 417, H. Haase, 24th  
 July—New York and Singapore 18th July,  
 General—Hamburg-Amerika Linie.

**DEPARTURES.**  
 AT THE HARBOR MASTER'S OFFICE,  
 24th July.

GLADESTY, British str., for Singapore.  
 Hatching British str., for Singapore.  
 Haiphong 24th, German str., for Saigon.

HAIPHONG, German str., for Saigon.  
 KANSA, British str., for Canton.  
 KWONGSANG, British str., for Canton.

LOONGSANG, British str., for Canton.  
 SAMBIA, German str., for Yokohama.  
 VANDALIA, German str., for Fuchow.

**SHIPPING REPORTS.**  
 The British str. Loongsang reports: Fresh  
 S.W. monsoon.

The British str. Kwongsang reports: Light  
 winds and fine weather.

The French str. Tourane reports: Encoun-  
 tered on the way to Shanghai by 20 miles south  
 of the island a cyclone disturbance.

The British str. Catherine APCAR reports:  
 Fresh monsoon to the south and fine with  
 light rains in the northern part of China Sea.

**VESSLS PASSED ANJER.**  
 July 5, British str. Lincolshire, from East.  
 July 8, Dutch str. Jaro, Brouwer, June 3,  
 from Amsterdam for Batavia.

July 8, Dutch str. Jaro, Brouwer, June 3,  
 from Amsterdam for Batavia.

July 8, German str. Elberich, Clausen, July 8,  
 from Batavia for Djibouti.

July 8, British str. Islander, Wright, July 7,  
 from Christmas Island for Singapore.

July 9, British str. Spandau, from East.  
 July 9, German str. Elberich, Suhle, from  
 Hamburg for Batavia.

July 10, British str. Gibraltar, Knagg, July 10,  
 from Batavia for Port Said.

**VESSLS IN DOCK.**  
 24th July.

ANERBEN DOCKS.—  
 ROWSON DOCKS.—Humber, Progress,  
 Magallanes, H.M.S. Janus, Poselan,  
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Hongkong, 22nd July, 1905. [1590]

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Hongkong, 22nd July, 1905. [1727]

**FOR YOKOHAMA AND KOBE.**

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 above ports TO-DAY, the 25th inst., at 2 P.M.

For Freight or Passage, apply to  
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 Hongkong Office.

Hongkong, 21st July, 1905. [1719]

**FOR SINGAPORE, PENANG AND  
 CALCUTTA.**

**THE STEAMSHIP**  
 "GREGORY APCAR."

Captain J. G. Offert, will be despatched for the  
 above ports TO-DAY 25th inst., at 8 P.M.

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 Agents.

Hongkong, 24th July, 1905. [1738]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked  
 K, nearest Hongkong; H, midway between Hongkong and Kowloon; and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL.	CHUSAN	Brit. str.	—	H. W. Kennick, R.N.R.	P. & O. S. N. Co.	On 29th inst., at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	FORMOSA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 4th Aug.
LONDON, AMSTERDAM & ANTWERP.	AXAX	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP.	IDOMENUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th Aug.
LONDON, AMSTERDAM & ANTWERP.	PACHING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th Aug.
LONDON, AMSTERDAM & ANTWERP.	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th Sept.
LONDON, AMSTERDAM & ANTWERP.	ANTONAR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 26th Sept.
MARSEILLES, &c., via PORTS OF CALL.	TOUBANE	French str.	—	Girard	MESSAGERIES MARITIMES	To-day, at 1 P.M.
BREMEN, via PORTS OF CALL.	SCARHORN	Ger. str.	—	L. Haase	MELCHERS & CO.	On 2nd Aug., at Noon.
MARSEILLES, LONDON & ANTWERP.	ACILIA	Ger. str.	k. v.	Schulke	GIBB, LIVINGSTON & CO.	About 2nd Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SPAZIA	Ger. str.	k. v.	Ehlers	HAMBURG-AMERIKA LINIE	On 14th Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k. v.	Luning	HAMBURG-AMERIKA LINIE	On 23rd Aug.
HAVRE & HAMBURG VIA STRAITS, &c.	RHENANIA	Ger. str.	k. v.	Förck	HAMBURG-AMERIKA LINIE	On 6th Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k. v.	v. Döhrren	HAMBURG-AMERIKA LINIE	On 20th Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	SILESTIA	Ger. str.	k. v.	Bahle	HAMBURG-AMERIKA LINIE	On 4th Oct.
THIBEST, &c., via SINGAPORE, &c.	CHINA	Aus. str.	—	Tomlinson	SANDER, WIELER & CO.	On 29th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL.	STENTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th Aug.
GENOA, MARSEILLES & LIVERPOOL.	YANGTSZE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 29th Sept.
NEW YORK VIA PORTS & SUEZ CANAL.	KENTENEC	Ger. str.	—	Dobrow	SPANDAU OIL CO.	On 29th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	VERONA	Ger. str.	—	—	CARLOWITZ & CO.	On 30th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	INDRAWADI	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 10th Aug.
NEW YORK VIA PORTS & SUEZ CANAL.	ST. HUGO	Brit. str.	—	—	DODWELL & CO., LD.	About 12th Aug.
VANCOUVER, via SHANGHAI JAPAN, &c.	VANDALIA	Ger. str.	k. v.	Haase	HAMBURG-AMERIKA LINIE	Quick despatch.
VANCOUVER, via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 2nd Aug.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	ATHENIAN	Brit. str.	1 m.	S. Robinson, R.N.R.	CANADIAN PACIFIC R. CO.	On 2nd Aug.
VICTORIA (B.C.) SEATTLE, &c., via JAPAN.	THORNTON	Am. str.	—	T. W. Garlick	DODWELL & CO., LIMITED	On 8th Aug.
PORTLAND, OREGON VIA SHANGHAI, &c.	MACHOON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th Aug.
AUSTRALIAN PORTS VIA SHANGHAI, &c.	ARABIA	Ger. str.	—	Metzenlin	PORTLAND & ASIATIC S.S. CO.	On 12th Aug., at Daylight.
AUSTRALIAN PORTS VIA SHANGHAI, &c.	WALDEMAR	Ger. str.	—	Woltemde	—	Quick despatch.
AUSTRALIAN PORTS VIA SHANGHAI, &c.	KATYUN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 2nd Aug.
AUSTRALIAN PORTS VIA SHANGHAI, &c.	EMPIRE	Brit. str.	—	Helms	GIBB, LIVINGSTON & CO.	On 9th Aug., at Noon.
YOKOHAMA & KOBE	SAMBIA	Ger. str.	k. v.	Luning	HAMBURG-AMERIKA LINIE	To-day, at 2 P.M.
YOKOHAMA & KOBE	PRINZ SIGISMUND	Ger. str.	—	Lenz	MELCHERS & CO.	On 1st Aug.
YOKOHAMA, via SHANGHAI, MOJI & KOBE.	CANDIA	Brit. str.	—	H. E. Kitcher, R.N.R.	P. & O. S. N. Co.	About 5th Aug.
JAPAN VIA SHANGHAI	BOGOR	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
TIENSIN	ESANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 28th inst., at 3 P.M.
SHANGHAI	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	About 27th inst.
SHANGHAI	KWONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 28th inst., at 3 P.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW.	CLARA JESSEN	Ger. str.	—	Bendixen	OSAKA SHOSHEN KAISHA	On 29th inst., at 10 A.M.
NINGPO & SHANGHAI	ZAPING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th inst.
TAMUUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	Ohita	OSAKA SHOSHEN KAISHA	On 30th inst., at 8 A.M.
TAMUUI VIA SWATOW & AMOY	PROTEUS	Ger. str.	—	Krabbe	OSAKA SHOSHEN KAISHA	On 6th Aug., at 8 A.M.
AMOY, STRAITS & RANGOON	PROMISE	Ger. str.	—	Thorntons	OSAKA SHOSHEN KAISHA	To-morrow, at Noon.
SWATOW, AMOY & FOCHOW	ZALDA	Brit. str.	—	C. Willis	JARDINE, MATHESON & CO.	On 1st Aug., at Daylight.
SWATOW, WEIHAWEI, CHEFOO & TIENSIN	HAICHING	Brit. str.	2 h.	Hodgins	DOUGLAS LARRAIK & CO.	To-day, at 11 A.M.
MANILA	KANSU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
MANILA	TEAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
MANILA	LOONGSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 25th inst., at 4 P.M.
MANILA	BHUL	Brit. str.	—	A. H. Nodley	SHEWAN, TOMES & CO.	On 29th inst., at Noon.
MANILA	WALDEMAR	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 5th Aug., at Noon.
CEBU & ILOILO	SUNGKIANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 2nd Aug.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & CO.	Quick despatch.
SANDAKAN VIA KUDAT	MAUSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 3rd Aug., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	—	J. G. Offert	DAVID SASSOON & CO., LD.	To-day, at 3 P.M.
SINGAPORE, SOURABAYA & SAMARANG	HOPSON	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 2nd Aug., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 8th Aug., at Noon.
BATAVIA, CHERIBON, SAMARANG &c.	TIPIANAS	Brit. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	About 3rd Aug.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN  
 HONGKONG, SOUTH CHINA COAST PORTS  
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING VIA SWATOW AND AMOY	"PROMISE"	WEDNESDAY, 26th July, at Noon.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"CLARA JESSEN"	SATURDAY, 29th July, at 10 A.M.
TAMUUI VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 30th July, at 8 A.M.
TAMUUI VIA SWATOW AND AMOY	"PROTEUS"	SUNDAY, 30th July, at 8 A.M.

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
 On account of the present state of political affairs, all the Company's new steamers have  
 been requisitioned for transport services, and the above-named chartered steamers have been  
 secured instead for maintenance of the Company's coastal services. As soon as the state of  
 affairs permit, the Company will resume running with its specially designed new steamers.  
 For Freight, Passage, and further information, apply at the Company's local Branch Office  
 at No. 8, Des Voeux Road Central.  
 Hongkong, 25th July, 1905. T. ABIMA, Manager. [14]

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	"MALTA" R. A. Peters	About 27th July	Freight and Passage.
LONDON, &c.	"CHUSAN" H. W. Kennick, R.N.R.	Noon, 29th July	See Special Advertisement.

LONDON and ANTWERP  
 via SINGAPORE, PENANG,  
 COLOMBO and PORT SAID.

YOKOHAMA via SHANGHAI,  
 MOJI and KOBE.

(Passing through the Inland Sea)

For further Particulars, apply to  
 L. S. LEWIS,  
 Acting Superintendent.  
 Hongkong, 24th July, 1905. [1]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Garlick	Tuesday, August 8th
HYADES	3,753	Wright	Wednesday, August 16th
LYRA	4,417	G. V. Williams	Friday, September 15th

For further Particulars, apply to  
 DODWELL & CO., LIMITED,  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS,  
 Hongkong, 22nd July, 1905. [7]

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
 CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior  
 Accommodation for First and Second Class Passengers. The large size of these vessels ensure  
 steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
 in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
 For further information apply to—  
 DODWELL & CO., LIMITED,  
 GENERAL AGENTS.

QUEEN'S BUILDINGS,  
 Hongkong, 22nd July, 1905. [7]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND  
 PORTS OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR  
 OPERATING IN  
 CONNECTION WITH THE  
 OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons.	CAPTAIN	TO SAIL AT DAYLIGHT ON
"ARABIA"	4,483	Metzenlin	August 12th, 1905.
"ARAGONIA"	5,198	Schmidt	September 1st, 1905.
"NICOMEDIA"	4,370	Wagmann	September 20th, 1905.
"NUMANTIA"	4,370	Feldmann	October 14th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and Eastern, Canadian and  
 United States Ports. For through rates of Freight and further information, communicate  
 with or apply to  
 Allan Cameron, General Agent.  
 Hongkong, 25th July, 1905. [13]

**ALLAN CAMERON, GENERAL AGENT.**

IMPERIAL GERMAN MAIL  
LINE.

NORDDEUTSCHER LLOYD, BREMEN.  
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
 SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO  
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
 AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS  
 AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places  
 in Russia.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION  
 1905

STEAMERS.	SAILING DATES.
SCHARNHORST	2nd August
PRINZ HEINRICH	18th August
PRINZ FRIEDRICH	30th August
PERUSSEN	13th September
ROON	27th September
BAVERN	11th October
ZIETEN	25th October
PRINZESS ALICE	8th November
SACHSEN	22nd November
PRINZ REGENT LUITPOLD	6th December
PRINZ HEINRICH	20th December

ON WEDNESDAY, the 2nd day of AUGUST, 1905, at Noon, the Steamship  
 "SCHARNHORST," Captain L. Haase, with MAIL, PASSENGERS, SPECIE,  
 and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 31st July. Cargo and  
 Specie will be received on Board until 5 P.M. on TUESDAY, the 1st August, and Parcels will  
 be received at the Agency's Office until Noon on TUESDAY, the 1st August.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs.,  
 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.  
 Linen can be washed on board.

For further Particulars, apply to  
 NORDDEUTSCHER LLOYD,  
 MELCHERS & CO., AGENTS.  
 Hongkong, 20th July, 1905. [5]

HAMBURG-AMERIKA LINIE,  
OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
 LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS IN THE  
 LEVANTS, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
 SUBJECT TO ALTERATION.



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

### OUTWARDS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL...	"ACHILLES"	On 25th July.	
GLASGOW and LIVERPOOL...	"ANTENOR"	On 3rd August.	
GLASGOW and LIVERPOOL...	"MACHAON"	On 4th August.	
GLASGOW and LIVERPOOL...	"OLYMPIOS"	On 8th August.	
GLASGOW and LIVERPOOL...	"OLYMPIOS"	On 9th August.	
GLASGOW and LIVERPOOL...	"PELEUS"	On 16th August.	
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 23rd August.	
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 30th August.	
GLASGOW and LIVERPOOL...	"JASON"	On 31st August.	
GLASGOW and LIVERPOOL...	"TEUKAI"	On 10th September.	

### HOMWARDS.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"AJAX"	On 1st August.	
LONDON, AMSTERDAM and ANTWERP	"IDOMENEUS"	On 15th August.	
GENOA, MARSEILLES and LIVERPOOL	"STENTOR"	On 20th August.	
LONDON, AMSTERDAM and ANTWERP	"PAKLING"	On 29th August.	
LONDON, AMSTERDAM and ANTWERP	"ACHILLES"	On 12th September.	
GENOA, MARSEILLES and LIVERPOOL	"YANGTSE"	On 20th September.	
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 26th September.	

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with

## THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

### EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"MACHAON"	On 7th August.	
	"JASON"	On 3rd September.	

### WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TELEMACHIUS"	On 20th July.	
	"NINGCHOW"	On 17th August.	

For Freight, apply to

**BUTTERFIELD & SWIRE,**

AGENTS. [9-10]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
MANILA, SEA-TLE, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"TEAN"	On 25th July.	
NINGPO and SHANGHAI	"KANSHU"	On 28th July.	
CEBU and ILOILO	"TIENSIN"	On 30th July.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"SUNGKIANG"	On 2nd August.	
	"TAIYUAN"	On 2nd August.	

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**

AGENTS. [11]

## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.  
The following chartered steamers will run at intervals of about 3 weeks:-

S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INDRAVELLI"	Captain S. Callington.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IRKAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "SILK"	Captain J. Rowley.
S.S. "INKULA"	Captain Deas.
S.S. "KATHERINE PARK"	Captain Copp.

For Freight, apply to

**GIRB, LIVINGSTON & CO.,**

AGENTS. [19]

Hongkong, 10th February, 1905.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light. Perfect  
Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-  
date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
IMBI	2540	A. H. Notley	Manila	Sat., 29th July, Noon.
ZAFIRO	2540	R. Rodger	Manila	Sat., 5th Aug., Noon.

For Freight or Passage apply to

**SEHAW, TOMES & CO.,**

GENERAL MANAGERS. [15]

Hongkong, 24th July, 1905.

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ  
CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)  
S.S. "INDRAWADI" ... On 10th August.  
S.S. "SIERRA BLANCA" ... On 20th September.

For freight and further information apply to

**SEHAW, TOMES & CO.,**

GENERAL AGENTS. [1004]

Hongkong, 25th July, 1905.

# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
"EMPRESS OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 2nd Aug.  
"ATHENIAN" 3,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 9th Aug.  
"EMPRESS OF INDIA" 6,000 Tons Com. E. Bootham, R.N.R. WEDNESDAY, 23rd Aug.  
"TARTAR" 4,425 Tons Com. W. Davison, R.N.R. WEDNESDAY, 30th Sept.  
"EMPRESS OF JAPAN" 6,000 Tons Com. H. Lybush, R.N.R. WEDNESDAY, 20th Sept.  
Hongkong to London, 1st Class ... 240. " " " 242.  
Intermediate on Steamers, and 1st Class Rail ...

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIP passing through the  
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at  
intermediate rates, affording superior accommodation for that class.  
Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
J. E. BROWN, General Agent.  
15, Pauline Street.

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).  
FOR  
TIENSIN ... "ESANG" ... Friday, 28th July, 3 P.M.  
"MANILA" ... "LOONGSANG" ... Friday, 28th July, 4 P.M.  
SHANGHAI ... "KWONGSANG" ... Friday, 28th July, 3 P.M.  
SINGAPORE, SOERABAYA and ... "HOPSANG" ... Wednesday, 2nd Aug., 3 P.M.  
SARANG ... "MAUSANG" ... Thursday, 3rd Aug., 3 P.M.  
SARANG ... "NAMSANG" ... Tuesday, 8th Aug., Noon.

\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.  
\* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yangtze  
Ports.  
\* Taking Cargo on Through Bills of Lading to Lohai, Datu, Simporna, Tawao, Usukan,  
Jesselton and Labuan.

For Freight or Passage, apply to

**JARDINE, MATHESON & CO.,**

GENERAL MANAGERS. [18]

Hongkong, 25th July, 1905.

## VESSELS ON THE BERTH

FOR NEW YORK  
VIA PORTS AND SUEZ CANAL.  
WITH LIBERTY TO CALL AT THE MALABAR  
COAST.

THE Steamship  
"KENNEBEC,"  
will be despatched on FRIDAY, the 28th inst.  
For Freight and further information, apply to  
STANDARD OIL COMPANY  
OF NEW YORK,  
Oriental Freight Department,  
4, Des Voeux Road, Central,  
Hongkong, 22nd July, 1905. [1181]

DAMPSCHEIFFS-REHDERET "UNION"  
ACTIEN-GESELLSCHAFT.

FOR NEW YORK.  
With Liberty to Call at the Malabar Coast.  
THE Steamship  
"VERONA,"  
Captain Debrun, will be despatched for the  
above port on SATURDAY, the 29th July.  
To be followed by the Steamship  
"ALBENGA."  
Captain Petersen, on or about end of August.  
For Freight, apply to  
CARLOWITZ & CO.,  
Agents. [1468]

Hongkong, 20th July, 1905.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

JAPAN-CHINA-AUSTRALIA LINE.

FOR YOKOHAMA AND KOBE.  
(REACHING YOKOHAMA IN LESS THAN SIX DAYS)  
THE Steamship  
"PRINZ SIGISMUND,"  
Captain Lenz, will leave for the above places on  
TUESDAY, 1st August.  
This splendid steamer is specially fitted for  
passengers, and is installed throughout with  
Electric Light.  
A duly qualified Surgeon and Stewardess are  
carried.  
For Freight or Passage, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents. [1728]

Hongkong, 22nd July, 1905.

JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMA-  
RANG, SOERABAYA and MACASSAR  
(taking cargo to all ports in Netherlands India  
on through Bill of Lading).

THE Steamship  
"TIPANAS,"  
Captain Zwart, will be despatched for the  
above ports on or about the 3rd August.  
For information as to Freight and Passage,  
apply to the  
Head Agent of the  
JAVA-CHINA-JAPAN LINE,  
(Alexander Buildings, 3rd Floor).  
Hongkong, 24th July, 1905. [1738]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Callings at TONGA, PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through Cargo to  
ADELAIDE, NEW ZEALAND, TASMANIA,  
&c.)

THE Steamship  
"EMPIRE,"  
Captain Helms, will be despatched for the  
above ports on WEDNESDAY, the 9th  
August, at Noon.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.  
A duly qualified Surgeon and Stewardess  
are carried.  
N.B.—To ensure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents. [1706]

Hongkong, 18th July, 1905.

## SHIPPING IN PORT.

### STEAMERS.

ALDERSHOT, British str., 1,354, Adam, 24th  
July.—Chinking 20th June, General—  
Dodwell & Co.

ARDOVA, British str., 2,270, W. L. Smith, 16th  
July.—Mojoi 10th July, Coala—Mitsui  
Bussan Kaisha.

BORNEO, German str., 1,344, F. Sombill, 21st  
July.—Sandakan 16th July, General—  
Melchers & Co.

BRAND, Norwegian str., 1,519, J. Johannesen,  
12th July.—Chinking 6th July, Rice—  
Chinese.

CHILDAN, Norwegian str., 1,102, Arnesen, 9th  
July.—Calcutta 23rd June, Coal—Aagaard,  
Thoresen & Co.

CHINA, American str., 3,186, D. E. Friel, 19th  
July.—San Francisco 17th June and Manila  
17th July, Mails and General—P. M.  
S. S. Co.

CITY OF BIRMINGHAM, British steamer, 90,  
J. Watson, 14th May.—Grimsby 28th Mar.  
—Order.

COULSDON, British str., 2,772, I. J. Henry,  
22nd July.—New York 21st May, General  
—Order.

CRAIGHALL, British str., 2,868, Milne, 13th  
July.—San Francisco 17th June and Manila  
17th July, Mails and General—P. M.  
S. S. Co.

ESANG, British str., 1,127, S. J. Payne, 21st  
July.—Tientsin and Chefoo 14th July,  
General—Jardine, Matheson & Co.

EVA, Norwegian str., 4,700, Salvesen, 10th  
July.—Cardiff 17th May, Coal—Order.

EVANDALE, British str., 2,468, Wm. Burgess,  
19th July.—Calcutta 3rd July, Coala,  
Dodwell & Co.

FOREST CASTLE, British str., 1,800, J. Ogilvie,  
20th July.—Calcutta 27th June, Coal—  
Dodwell & Co.

GRONHO, French str., 1,822, Nouton, 22nd  
July.—Haiphong 20th July.—Messageries  
Maritimes.

GLADESTON, British str., 1,521, C. Crane, 12th  
June.—Mojoi 6th June, Coal—Dodwell  
& Co.

GREGORY APCAR, British str., 2,981, Oliffent,  
17th July.—Calcutta 1st July, General—  
D. Sassoon & Co.

HAICHING, British str., 1,247, A. E. Hodgkins,  
22nd July.—Foonchow, Amoy and Swatow  
22nd July, General—Douglas Lapraik &  
Co.

HANOSANO, British str., 1,355, Wilde, 22nd  
July.—Chinking and Swatow 13th July,  
General—Jardine, Matheson & Co.

HERWIG MENZEL, German steamer, 280, C.  
Schonberg, 10th July.—Tongue 13th July,  
Coal—East Asiatic Trading Co.

HONGKONG, French str., 742, A. Suzzoni, 21st  
July.—Haiphong 17th July and Hoilow  
20th, General—A. R. Marty.

ITAKA, German str., 1,446, H. Eckhorn, 15th  
July.—Chinking 10th July, General—  
Hamburg-America Line.

KALAMANG, British str., 1,141, J. L. Dawson, 23rd  
July.—Tientsin, Chefoo, Shanghai and  
Swatow 22nd July, General—Butterfield  
& Swire.

MASSALAN, American str., 716, A. Yreaball,  
18th July.—Manila 16th July, Sugar—  
Order.

MAUSANG, British str., 1,644, R. Houghton, 21st  
June.—Sandakan 16th July, Timber and  
General—Jardine, Matheson & Co.

MERCEDIS, British str., 3,360, McGregor, 14th  
July.—Weihaiwei 9th July, Ballast—  
Order.

NEPHELOW, British str., 2,377, John Simpson,  
10th July.—Sydney 26th July, Coala—  
Arnold, Karberg & Co.

PAKIAI, German str., 1,018, H. Domes, 21st  
July.—Bangkok 11th July, General—  
Chinese.

# C. LAZARUS & COMPANY,

60 & 61, BENTINCK STREET,

## CALCUTTA.

## BILLIARD TABLE MANUFACTURERS.

THE STANDARD INDIAN BILLIARD TABLE

(complete with all accessories and packed for shipment)

Rs. 1,460.

PRICE LISTS ON APPLICATION TO THE "HONGKONG DAILY PRESS"  
OFFICE.

## C. LAZARUS & CO., CALCUTTA.

1475-8

UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch  
When prepared is similar to Breast Milk.

MELLIN'S FOOD SUGAR BECKMAN, LONDON, ENGLAND

## HONGKONG BUSINESS DIRECTORY.

### BOOKBINDING.

DAILY PRESS OFFICE.  
The only office in China having European  
taught workmen Equal to Home  
work.

### IRON MERCHANTS.

SINGON & CO.,  
Iron, Steel, Metal and Hardware  
Merchants. Wholesale and Retail  
Ironmongers, Pig Iron and Foundry,  
Coke Importers, General Store-  
keepers and Commission Agents.  
35 & 37, Hing Loong Street.  
(1st Street, West of Central  
Market.)

### PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.  
Dramatic and Crayon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 84, Queen's  
Road Central.

### PRINTING.

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

### STOREKEEPERS

BISMARCK & CO.,  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour

### KWONG SANG & CO.

Shiphandlers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineers  
Tools, Metal, Iron and Steel Merchants  
57 & 59, Connaught Road, New  
Prova Central

### MITSUBISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD—"DOCK,"  
A.I., A.B.C., and Engineering Code Used  
NEW DOCK NOW OPEN.

### DOCK No. 3.

Extreme Length ... 722 feet.  
Length on Blocks ... 714 "  
Width of Entrance on Top ... 964 "  
Width of Entrance on Bottom ... 881 "  
Water on Blocks at Spring Tide ... 344 "

### DOCK No. 1.

Extreme Length ... 523 feet.  
Length on Blocks ... 519 "  
Width of Entrance on Top ... 964 "  
Width of Entrance on Bottom ... 881 "  
Water on Blocks at Spring Tide ... 264 "

### DOCK No. 2.

Extreme Length ... 371 feet.  
Length on Blocks ... 364 "  
Width of Entrance on Top ... 66 "  
Width of Entrance on Bottom ... 52 "  
Water on Blocks at Spring Tide ... 22 "

### PATENT SLIP.

Suitable for vessels up to 1,000 tons gross

### THE WORKS are well equipped with

LATEST PLANTS and APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILER, and also ELECTRICAL  
WORK.

A LARGE STOCK OF MATERIAL is  
always kept on hand.

The COMPANY has the powerful steamer  
"OURA-MABU" (712 tons, 700 I.H.P.)  
specially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
Short Notice. [1353]

## NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with INDO-  
CHINA STEAM NAVIGATION CO.'S fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPT.



## POST OFFICE NOTICES.

The *Empress of China*, with the Canadian mail, left Shanghai on Saturday, the 22nd inst., at 11 p.m., and may be expected here to-day.

The *Malta*, with the English mail of the 30th June, left Singapore on Friday, the 21st inst., at 5 p.m., and may be expected here to-morrow, at noon. This packet brings replies to letters despatched from Hongkong on the 30th May, and the parcel mails closed in London for despatch by the all sea route on the 21st of June, and for despatch overland on the 28th June.

**MAILS FOR CANTON, SAMHUI AND WUCHOW** are closed on week-days at 7.30 a.m. On Saturday the mail for *Wuchow* is closed at 8 a.m. A mail for *Macao* per *s.s. Wanchai* is closed every week-day at 5 p.m.

**MAILS FOR NANTAO, SAMHUI, KONGMOON, KUMCHU, SAMHUI, WUCHOW AND CANTON** are closed every week-day, at 5 p.m. On Sundays the mails are closed at 8 a.m.

\*No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FOR	PER	DATE
Haihow and Haiphong	Hongkong	Tuesday, 25th, 8.00 A.M.
Haiphong	Canton	Tuesday, 25th, 10.00 A.M.
Sydney, Amoy and Poochow	Haiphong	Tuesday, 25th, 10.00 A.M.
Friedrich Wilhelmshafen, Harborschlohe, Matapi, Brisbane, Sydney and Melbourne	Prinz Waldemar	Tuesday, 25th, 10.00 A.M.
Europe, India via Tientsin	Sambha	Tuesday, 25th, 11.00 A.M.
(Late letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)	Hongkong	Tuesday, 25th, 1.00 P.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Haiphong	Tuesday, 25th, 1.15 P.M.
Yokohama and Kobe	Sambha	Tuesday, 25th, 1.00 P.M.
Macao	Hongkong	Tuesday, 25th, 1.15 P.M.
Singapore, Penang and Calcutta	Gregory	Tuesday, 25th, 2.00 P.M.
Manila	Gregory	Tuesday, 25th, 3.00 P.M.
Wuchow and Amoy	Haiphong	Tuesday, 25th, 4.00 P.M.
Sydney and Amoy	Haiphong	Tuesday, 25th, 5.00 P.M.
Macao	Haiphong	Wednesday, 26th, 9.00 A.M.
Macao	Haiphong	Wednesday, 26th, 1.15 P.M.
Tientsin	Haiphong	Thursday, 27th, 1.15 P.M.
	Haiphong	Thursday, 27th, 2.00 P.M.

## TO-DAY.

Performance by Mr. Sawdow and his Pupils, City Hall, 9 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

24th July.	
On LONDON—	Telegraphic Transfer 1/10 1/4
Bank Bills, on demand 1/10 1/4	
Bank Bills, at 30 days sight 1/10 1/4	
Bank Bills, at 4 months sight 1/10 1/4	
Credit, at 4 months sight 1/10 1/4	
Documentary Bills, 4 months sight 1/10 1/4	
On PARIS—	Bank Bills, on demand 237
Credit, at 4 months sight 240 1/2	
On BRUSSELS—	On demand 193
On NEW YORK—	Bank Bills, on demand 46
Credit, 60 days sight 46 1/2	
On BOMBAY—	Telegraphic Transfer 140 1/4
Bank, on demand 141	
On CALCUTTA—	Telegraphic Transfer 140 1/4
Bank, on demand 141	
On SHANGHAI—	Bank, at sight 71
Private, 30 days sight 72	
On YOKOHAMA—	On demand 92 1/2
On MANILA—	On demand 92 1/2
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On HONGKONG—	On demand 92 1/2
On SAIGON—	On demand 92 1/2
On BANGKOK—	On demand 92 1/2
On SOERABAYA—	On demand 92 1/2
On BATAVIA—	On demand 92 1/2
On SINGAPORE—	On demand 92 1/2
On HONGKONG—	On demand 92 1/2
On SAIGON—	On demand 92 1/2
On BANGKOK—	On demand 92 1/2
On SOERABAYA—	On demand 92 1/2
On BATAVIA—	On demand 92 1/2
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On SAIGON—	On demand 92 1/2
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On SOERABAYA—	On demand 92 1/2
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On SOERABAYA—	On demand 92 1/2
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On SOERABAYA—	On demand 92 1/2
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On SAIGON—	On demand 92 1/2
On BANGKOK—	On demand 92 1/2
On SOERABAYA—	On demand 92 1/2
On BATAVIA—	On demand 92 1/2
On SINGAPORE—	On demand 92 1/2
On HONGKONG—	On demand 92 1/